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BIOGRAPHICAL SKETCH OF MAJOR GEN. MACOMB.

Several sketches have appeared of the individual, some incidents in whose life we are about to state. The Memoir of him by Richards is written in a flowing style, and in a strain of redundant affection to his former commander; and, indeed, to this work we are indebted principally for the present facts and details. Another memoir appeared in the "Gallery of Distinguished Americans;" a work to which we wish success, but it is to be hoped that its conductors will not omit, among our men of letters, the name of Joseph Dennie, or that of Wilson, the ornithologist, who, though he was a native of Scotland, laboriously carried the chair of science through this western wilderness.

The subject of this memoir was born at Detroit, on the 3d of April, 1782. This place is the capital of Michigan, a peninsular territory, fast rising to the dignity of a State. The town is situated on a river of the same name, between Lakes Erie and St. Clair, and its local advantages have not escaped the observation of trans-Atlantic tourists. In 1782, Detroit was a military post. In the life of every man, it will be found that early associations have in some measure influenced his earthly destiny. This sentiment does not interfere with the doctrine of Providence, because Providence brings on results by the agency of means. The remark holds good in application to the general scholar, or to the man of ab-

stract science; but is especially applicable to the soldier, because military show produces the most vivid influence on childhood, which is always sensitive to impression from external objects.

Our young hero was soon removed from Detroit to the city of New York, and some years afterwards to Newark, New Jersey. Here he received the elements of a classical and mathematical education, in an academy under the superintendence of an Episcopal clergyman. In reading biography, it is impossible to pass unnoticed the obligations under which its subjects so often lie to the clergy; and yet the world is full of declamation about the indifference of the priesthood to the light of reason. Hume has particularly distinguished himself, in misrepresenting a body of men who have done their part towards the improvement of the human species. The philosopher of Monticello has written largely about clerical ignorance, but frankly acknowledges that he was indebted to a person bearing this character for the rudiments of mathematical science. At the time that young Macomb was at school, the whole country was agitated by French politics, and even the pupils were arrayed into parties. Politics have often laid the groundwork for juvenile litigation.

In the year 1795, the subject of this memoir went to spend some time with a brother-in-law, who resided near the village of Newark. He was a man of independent fortune, and his dwelling was situated in the neighborhood of the Passaic. He appears to have been a gentleman of taste; kind, hospitable, fond of polished society, and devoted to rural recreations. In these rural sports our young soldier took part; and, in the midst of inviting scenery, the hours glided pleasantly away. The Passaic Falls are not only remarkable for their picturesque appearance, but also for being the only object in our country that has incited Washington Irving to write any thing in the shape of metrical composition. Indulgence in this kind of life might have been instrumental in forming the retired gentleman; but, persevered in, it would have spoiled the soldier who was destined, at a subsequent period, to introduce some gleams of golden light into the clouds of our national horizon.

At the age of fourteen the preference of Macomb for military life became conspicuous even to the least vigilant of his friends. They opposed no barrier to his inclinations, though his father judiciously insisted on his being well grounded in those branches of study appropriate to his calling; and he was accordingly instructed to greater extent in mathematics and drawing. In 1798 he joined a volunteer company, composed exclusively of young men of the city of New York, who offered their services to the President of the United States, and were accepted. France, once our ally, and a country to which we were under immense obligations, was producing by her policy a large amount of popular feeling in the American nation. Congress had authorized an increase to the army of twelve regiments of infantry, and six troops of light dragoons. These military preparations led Macomb to make application for

an appointment in the regular service, and he was recommended by General Hamilton to the President of the United States. He was nominated to and confirmed by the Senate, as Cornet of Light Dragoons, on the 10th of January, 1799.

We cannot forbear to notice here the distinguished man whose recommendation procured this appointment. He was brave in the field as he was eloquent in the forum, and sagacious in the cabinet as he was profound in the closet. He affixed the seal of his mind to nothing but works in which correct taste, financial skill, and luminous thought, were emulous each for supremacy. But he squandered a life which ought to have been kept sacred to his country; for we hold it as an axiom, that no man has a right, in single combat, to sport with an existence of which he is not the source, and which, being once lost, he has no power to retrieve.

The army raised was parcelled out into several divisions, the divisions being assigned to their distinct commanders. Brigadier General North, who is represented to have been a scientific officer, was appointed Adjutant General and stationed in New York, and Macomb was made Assistant Adjutant.

After a brief and miscellaneous warfare, our difficulties with France were adjusted, and in consequence the army was reduced. The subject of this sketch, by permission from General Hamilton, went immediately to Montreal, with a view to ascertain by inspection the discipline of the British troops. On returning from this journey he was commissioned, in 1801, by President Jefferson, as a Second Lieutenant, and despatched to Philadelphia to raise a body of recruits. While engaged in the performance of this duty, his intervals of leisure were devoted to the study of fortification and topography. Having completed this corps of recruits, they were marched by a route of three hundred miles, to join the army under General Wilkinson, at Pittsburgh. After arriving at camp, Macomb was employed in giving aid to Major Williams, who was engaged in erecting some public works on Black Rock, opposite Fort Erie. When the works were completed, he was invited to the post of extra aid, in the military family of General Wilkinson. Wilkinson was a man whose life was chequered by many events, in which the human passions were strikingly displayed. In his protracted services he performed no illustrious action; but he participated in many mortifying scenes: he accumulated large stores of information, and, as a writer, he was specious and plausible, being not without an insight into the motives of those with whom he was associated. In the year 1776, he was a practising physician in Calvert county, Maryland. At the same time a clergyman, late of Georgetown, District of Columbia, was teaching an academy in the same county. Wilkinson called at the academy on a fine morning, and insisted that the preceptor should accompany him on a fowling excursion. Having scoured the woods for some time in company, they agreed to separate for the residue of the day, and to meet at sunset near a large decayed tree. At the appointed hour, the preceptor having been somewhat successful, re-

paired to the place of meeting and waited for his comrade; at last the physician appeared, but unusual despondency was marked on his countenance. Upon being rallied on his want of success, he assumed a tone of seriousness, remarking at the same time—"It is impossible longer to sustain this life of obscurity; I must be distinguished:" and the next morning he left Calvert county, to take his part in the turmoils of the world. While employed on the lines during the last war, he wrote a letter to the clergyman here spoken of, in which he alluded to this incident, and feelingly contrasted youthful anticipations with the realities of life.

The camp at Pittsburgh was shortly after dissolved, and the troops descended the Ohio with a view to establish themselves at Wilkinsonville; but this position proving unhealthy, they were removed near the mouth of Cumberland river. Soon after, Lieutenant Macomb acted as secretary to a commission appointed for the purpose of treating with several Indian tribes, about the cession of lands, in which Georgia, South Carolina, and Tennessee, were interested. This commission was to assemble at the junction of Clinch and Tennessee rivers, in August, 1801. The commissioners, for a wonder, failed to acquire new cessions of territory from the Cherokees; but, as usual, were successful with the Chickasaws, the Choctaws, and the Creeks. The winter of 1801 Macomb spent among the Creeks, a circumstance which probably laid the basis of that intimate knowledge he possesses of the customs and eloquence of those mysterious tribes. The treaty with the Creeks was concluded on the spot now occupied by Milledgeville, the capital of Georgia, and to our young Lieutenant was assigned the honor of conveying these treaties to the Seat of the General Government, by the way of Charleston, South Carolina. The Indians that bind on our frontiers, are the descendants of a noble race. They have been guilty of some atrocious massacres, but they can point to a counterbalance of redeeming deeds. In 1620 they welcomed the Pilgrims on the Plymouth Rock; they extended to the Founder of Pennsylvania the symbols of their good-will; and, so long as her mountains stand, or her rivers flow, will Virginia hold in profound homage the name of Pocahontas. They have interspersed our national legends with events deeply interesting; they have furnished the noblest models of the human form to the pencil of the artist; they have taught lessons of caution to our military men; they have been our faithful allies in war, and to them are our men of letters indebted for materials, which have made their productions as captivating as the tales of Persia.

While Lieutenant Macomb was diligently employed in this commission, the army of the United States had become subject to another reduction; but, in consequence of the commendation of his superiors, he was retained as First Lieutenant in the Corps of Engineers. This commission bore date on the 12th of October, 1802. The force retained in service furnished the germ of the Military Academy at West Point; and to this place, which has since become so distinguished, he immediately repaired. He went

through a regular course in that institution, and among the natural wonders, by which it is surrounded, he improved his mind and cultivated that taste which he has since found useful in various situations. If there be an objection which can be plausibly urged against this academy, it lies in this, that the course of education may become too exclusively mathematical. But it has this defect, in common with all other literary institutions in the United States. From the state of society in this country, no man can rise to eminence without a large measure of popular talent, and especially should our cadets become familiar with those republics, which flourished on the mountains and among the vales of Greece. With the topography of that country, they ought to be intimately acquainted; with the bonds that united its confederacy, with the power of its councils, with its tribunals, the lives of its chiefs, the sources of its prosperity, and the causes of its downfall. Such knowledge can be acquired, not from the works of Byron or Hobhouse, but from the orators, the historians, and tragedians of that land of eloquence and the arts.

In June 1805, Lieutenant Macomb was advanced to the grade of Captain in the Corps of Engineers; General Dearborn being then Secretary of War. By virtue of this appointment he went to Portsmouth, New Hampshire, to overlook some repairs at that place, and was soon after designated as Superintendent of Public Works to be reared on the Cataba river, in South Carolina.—The most important circumstance connected with this movement is, that being in a retired situation, he employed himself in compiling a treatise on courts martial. In the vicinity of this station, General Davie resided, and gave him what aid he could in completing a treatise, which has since become a standard work. Macomb, though a native of the north, is best adapted in temperament to southern society; and we have no doubt that his most pleasing reminiscences are connected with this transient residence in Carolina. South Carolina has been redolent in elegant hospitality; and mental power seems to be lavishly distributed among her citizens. We are here constrained to say, that our officers generally, when thrown by duty into situations comparatively obscure, have not been inattentive to the advantages of such situations, for improvement in habits of application. In 1807, Captain Macomb was directed to take oversight, as Chief Engineer, of forts to be erected in the harbors of the Carolinas and of Georgia. The President of the United States had issued his proclamation, excluding from our waters British vessels on our coasts, and the alarm of the country at the prospect of war, rendered attention to our southern sea-board indispensable. Soon after the outrage on the Chesapeake took place, which awakened to the finest impulses of patriotism, the tone of the American people, Congress increased the land and naval forces, and provided ways in which to call out the militia and to raise volunteers. From February 1808, Macomb ranked as Major of the Corps of Engineers, and he continued to superintend the building of forts for the defence of Charleston un-

til the Spring of 1812, having been promoted in 1811 to be Lieutenant Colonel of the same corps. The speck of war which had been floating on the horizon ever since the attack on the Chesapeake, had increased to a portentous cloud. Popular strife was raging far and wide. The party in power were determined to appeal to the sword, whilst the party out of power had no small agency in hastening the event of war, by constantly rebuking the administration with slowness and indecision. In June, 1812, President Madison was met in his views by Congress; and that body, with unwavering confidence in the patriotism of the people, affixed to the recommendation of the Executive, the seal of war. Lieutenant Colonel Macomb had, some months before, left the southern States, and repaired to Washington, where in organizing the Army, he made those extraordinary efforts, which were called for by the crisis of the country. It appears that he was debarred from a command in the Army, in consequence of being an officer of Engineers; but the difficulties were finally surmounted, and he was appointed on the 6th of July, 1812, Colonel of the third regiment of artillery. He immediately addressed himself to the duty of raising the regiment, of which he was to take the command.

Commodore Chauncey was now operating on Lake Ontario, and land forces were concentrating at Sacket's Harbor. To that celebrated position, Colonel Macomb, by a rapid march, conducted his well disciplined regiment to aid in a meditated assault on Kingston. But military men are often subject to disappointment, and several unpropitious circumstances prevented the execution of this design. The plan, however, was revived in the Spring, and would probably have been accomplished, had it not been for a rumor, widely circulated, that Sir George Prevost contemplated an attack on Sacket's Harbor. Though this report had been circulated by the Americans, as a stratagem of war, it had the effect of rallying our troops for the protection of the Harbor, instead of offensive operations. Subsequently, an attack on York, the result of a council of war, consisting of General Dearborn, Commodore Chauncey, and the subject of this memoir, was planned and ably executed. This expedition was led by Brigadier General Pike, whilst Macomb was left in command of Sacket's Harbor. Pike fell in the arms of victory; a man ardently devoted to his profession, who died with enthusiasm at the moment that the standards of the enemy were placed under his head. Soon after these events, Colonel Macomb was present at the capture of Fort George, but he did not go to that point until he had placed Sacket's Harbor in such a posture of defence as enabled it, successfully, to repel the invasion of the enemy. After the surrender of Fort George, Commodore Chauncey taking Colonel Macomb and a part of his regiment on board the fleet, returned to the Harbor, but not until he had reconnoitred the enemy; making at the same time such a demonstration before Kingston, as amounted to a challenge for an engagement.

The autumn of 1813, is remarkable for an attempt to invade Canada on the part of General Wilkinson, who by appointment had taken command of the northern army. With this enterprise, we have no concern at present, except to take out of it the events in which the subject of this memoir bore a part. In this expedition Colonel Macomb was designated to the command of artillery, but with his own consent, the artillery were transferred to Brevet Brigadier General Porter, whilst he took the command of one thousand six hundred men, who were to be kept as a corps of reserve. The movements of which we speak, resulted in the assembling of eight thousand men on Grenadier Island, in Lake Ontario. This force proceeded to French Creek, where a skirmish took place with some of the vessels and gunboats of the enemy. Our fleet returned. The troops landed in the vicinity of Ogdensburgh, with a view to their being led to that place by Colonel Macomb, so as to pass unnoticed a British fort opposite the town. But by the light of the moon, the detachment was discovered and a fire opened from the battery. The battery being safely passed, Colonel Macomb was to cross the St. Lawrence and dislodge the troops from the Canada side, that might annoy our army as it descended the river. He effected the object and carried a small fort belonging to the enemy. Our army continued their march, but no event of importance took place, save the death of Covington, to the command of whose brigade Macomb succeeded. Our troops recrossed the river, and in November took up their winter quarters at French Mills, on Salmon river, Franklin county, New York. Macomb continued in command of the artillery until the 24th of January, 1814, when he was advanced to the grade of Brigadier General. Orders were now received to distribute the troops to the points of Sacket's Harbor, Plattsburgh, New York, and Burlington, Vermont. General Wilkinson seemed anxious by the affair of La Cole Mills, to recover the ground he had lost in public estimation; a plan, the failure of which was predicted by the subject of this notice.

The services rendered by Macomb to Commodore Macdonough, previously to the action on Lake Champlain, would alone prove the former a valuable officer. These services consisted in his sending engineers to Otter Creek, to defend the dock-yards, and subsequently a regiment to protect his sloops at Vergennes, and in supplying the deficiencies in his crews. The enemy attempted the destruction of Macdonough's vessels in their incipient state, and for their preservation we are probably indebted to the vigilance of Captain Thornton, of Quarter Master Major Stanton, and to the friendly offices before stated. We are now approaching, in the course of this narrative, events of moment, to one of which General Macomb owes the principal share of his distinction among men. Had he never arranged the defence of Plattsburgh, he might, and that justly, have been deemed an officer, who for the good of the republic had encountered the fatigues of the wilderness, and the wigwam of the savage more dreary than the wilderness; who had braved the snows of the north, and who had slept beneath palm

trees and magnolias of the south ; but the resistance he made to the gigantic forces of England has environed his name with merited renown. In stating this event, exaggeration would impair its sublimity, as it is an action which ought not to be encumbered even with that embellishment, which the Muse of History has at times deemed lawful, that the chaplet of the warrior may be displayed in all its fullness.

General Izard had succeeded Wilkinson in command, and being an active officer, he had represented to the War Department, the necessity of relieving General Brown, whose situation was becoming critical. Macomb had been left in command of Plattsburgh, with two thousand five hundred men, from which force, owing to several causes, there was a subtraction of some hundreds unfit for service. The soldiers of Wellington, who had trodden with undaunted footstep the fields of Spain, had been transported to Canada in great numbers. Not less than sixteen thousand men had arrived from the Garonne, headed by commanders who had been victorious through the whole of the peninsular war. In addition to circumstances so appalling, the enemy were exulting in the belief, that they would succeed by rapid conquest in running a line of demarcation, by which our Union might be severed. The occasion was great, calling for fertile invention and multiplied expedients, and the problem remained to be solved, whether in the grand panorama of history, which is to pass before future generations, there were spots in our country which would bear a striking resemblance to the defile of Thermopylæ, and the Bay of Salamis.

There were several reasons, not necessary to be mentioned, which induced General Macomb to select Plattsburgh, Clinton county, New York, as the place at which a stand should be made against the overwhelming power of the enemy. Though strongly urged to abandon the place, and though ruin was predicted to all his hopes, it was impossible that patriotism at such an hour could listen to doubtful oracles. Future disclosures clearly evinced, that both by sea and land, a choice more judicious could not have been made. The time was now eagerly devoted to strengthening three redoubts begun by Major Totten of the Engineers, on the south side of the Saranac, a stream passing through Plattsburgh into the Lake. These works were environed on all sides by profound ditches, on which approach to them was not prevented by their natural position.—The block houses were mounted with cannon to protect the north side of the redoubts. The forts bore the names of those three distinguished officers, Brown, Scott and Gaines. The artillery was arranged in the batteries, and corps of observation were detached under Lieutenant Colonel Appling, Majors Wool and Sproul, and Captain Grosvenor ; the former being stationed on the great Chazy, to watch the advancing foe. The young men of Plattsburgh, under Aikin and Flagg, also rallied to repel the enemy. Light troops were despatched to block the roads, to dismantle the bridges, and make every avenue of approach circuitous and perplexing.

To multiply actors in this drama, it was necessary for the commander to make a spirited appeal to the militia of New York and Vermont. General Moores, who had been in the revolutionary service, promptly responded to the call. Macdonough and Maccomb co-operated in all the measures of defence, and the latter, even under the exigencies to which he was reduced, supplied the former with men amounting to three hundred and ten;—an action justly extolled by his biographer. In the midst of these events, intelligence reached Plattsburgh of the capture of Washington. The torch of the enemy had reached our public buildings, and laid in ashes the mansion of our President, as well as our halls of Legislation and the national emblems by which they were surmounted. It was now the policy of the Americans to gain time, that their works might be made as strong as possible for the conflict daily expected; and with this view Colonel Appling continued at his post on the Great Chazy. Sir George Prevost was advancing with measured but steady steps on Plattsburgh, having divided his army into two grand columns. The New York militia, commanded by General Wright, and a company of regulars under Major Wool, supplied by artillery, were ordered to keep in check the column advancing on the Beeckmantown road: whilst Appling was to retire on the lake road, where Sproul with two hundred men had been stationed, that in conjunction with Appling, the bridge over Dead Creek might be defended. These movements led to much successful skirmishing on the part of the Americans, but eventuated in their being driven across the bridge of the Saranac. Early on this day, the events of which have been detailed, General Maccomb had gone, accompanied by his staff, on the Beeckmantown road, to superintend the movements of the advanced corps and then took his post where the roads joined, which led into Plattsburgh. The gunboats were ordered to annoy the left column of the enemy as he skirted the shore of the lake; our troops having now fallen behind the river, the enemy entered the town, but soon withdrew beyond the reach of our fire, whilst their officers and engineers were driven from the balconies and roofs of the houses. At this stage of Sir George's movements, the Americans were obliged to resort to every kind of stratagem that ingenuity could invent. From the statement of Richards, it would appear that the "enemy's camp described a segment of a circle, with a radius of two miles from our forts, their right resting on the Saranac, and their left on the lake, covered by a battery to keep off our gunboats." They had planted their batteries and prepared their ladders. In one of their attempts to pass the fords above the town they were signally repulsed, whilst the volunteers of Vermont, under Governor Strong, were pouring in to strengthen the American lines.

But these incidents were all preliminary to the 11th of September, 1814; or if we might borrow an illustration from the arts, we should say that they were a frontispiece to a picture which was to be unfolded in events far more imposing, and to be indelibly impressed by patriotism on the islands of Champlain and on all the

environs of Plattsburgh. The light of that morning broke on the opposing armies, and probably in the agitation that precedes the moment of battle, it was forgotten that it was the Sabbath, a day better suited to hymns of devotion than to the bugle of the warrior, interspersing at hasty intervals its fearful sounds, and even lifting its towering notes above the shout of conflict. The besieging foe were insidious; they had been instructed in the tactics of Wellington, and flushed with their victories in Spain. Their feet had trampled on the lilies of France, whilst their hands had dismembered a diadem, crowded with kingdoms, and forged the chains which the British King and the Russian Autocrat had woven around the captive of Elba. The Persians, when they attacked the Greeks, made the attack simultaneously by land and sea, and Sir George Prevost, at the head of his troops, was simply in the attitude of waiting for his fleet. In a few minutes that fleet swept round a headland of the lake, and in sight of the armies formed into line. A destructive fire was now opened by the enemy, and there was a moment's pause on our part in returning it; but that momentary delay was produced by the fact, that Macdonough had bent his knee in supplication to Him who has often disappointed the invader, by snatching the battle from the strong. At the same instant in which the conflict began on the lake, the British army opened their batteries on the American works. The fleets were animated by the presence of the armies, and the armies were animated by the contending fleets. But after the lapse of two hours the naval standards of the enemy were lowered in token of submission, and the surrender of the squadron drew from the brave defenders of Plattsburgh repeated shouts of exultation. The moment had now arrived when Sir George Prevost should have redoubled his efforts to recover on land the honor he had lost on the lake; but from the hour of noon until twilight the bombardment was continued only at intervals. It was then supposed that a night attack was intended, and that night every American soldier was at his post and all the sentinels mounted on guard. But instead of the tramp of battle, the stillness was interrupted by nothing but sounds of precipitate retreat. Thus ended the siege of Plattsburgh, from the close of which a purple halo arose, which conveyed the names of Macdonough and Macomb, high as the galaxy of American patriots, and he who would rend that circle or disturb that constellation, would indeed be guilty of a national sacrilege.

It may not be improper here to ask the question—what was there in the events just narrated, which makes out a transparent title for the subject of this notice to the gratitude of a nation.—The reply is at hand. When Plattsburgh was surrounded, he laid a plan to attack the centre of the British line, the conduct of which was to be committed to the gallant Sproul. This design was abandoned, it is true, in consequence of the smallness of our force; but its possibility was made out by the fact, that McGlassin, with fifty men, demolished the battery of the enemy that stood near fort

Brown. He likewise settled a plan and actually made provision for its execution, that if through the fortunes of war our fleet should be captured, to regain the fleet, besides aiding Macdonough in such a manner as to affect the battle on the lake. He furthermore employed the volunteers and militia in the best way, assigning to them such positions as they might maintain, inciting them to deeds of valor, and giving them those counsels which future historians will pronounce to be judicious. And finally he adapted his mode of resistance to the precise circumstances in which he was placed, circumstances which demanded a large measure of Fabian prudence to be combined with the invention of Archimedes. For this reason he took advantage of the ignorance of the assailants and embarrassed them by various contrivances. Macdonough, with equal force, fought an open battle on the lake. Macomb, with an immense disparity of force, involved the enemy in an Egyptian labyrinth, and decoyed him into ruin, even at the moment that he was charmed by the syren sounds of anticipated victory. For such conduct he was made Brevet Major General, his commission bearing date from the day of the battle.

The volunteers and militia were now dismissed with a view to return to their homes, but Macomb continued in his command at Plattsburgh. It was necessary to redress certain grievances, and the warfare which had been prevailing on the lines was marked by many savage traits. No event is unimportant which tends to soften the asperity of war, or introduce a smile into its appalling visage. Men have forgotten the gallantry of Sir Philip Sidney at the battle of Zutphen, in comparison with the lively remembrance which they cherish of his humanity, when he averted from his own lips the cooling draught to refresh the dying soldier. We take therefore peculiar pleasure in extracting from the memoir of Richards, the following courteous incident: "A servant of a British Adjutant deserted to our side with his master's horse, clothes and money. On being examined he confessed that all the articles were stolen. General Macomb immediately ordered off Lieutenant Riley with a flag to restore them; while in the act of redelivering the property at the British camp, an American deserter arrived with Macomb's charger, which he had stolen. The charger being recognised by Lieutenant Riley, was promptly given up, the British being pleased with an opportunity so singularly presented of reciprocating the liberality extended to themselves."*

Having arranged matters on the Champlain frontier, Macomb obtained leave to visit his family at Bellville, New Jersey. On his route to his home it was his happiness to witness many demonstrations of good will on the part of the people. The King of England may visit his German dominions, or the Russian Czar his hordes of Cossacks, or an oriental Emperor may make his annual pilgrimage through the vale of Cashmere; but the gratitude of freemen is at all times sweeter than the adulation of slaves.

* Memoir by Richards, page 103.

Macomb soon afterwards returned to the frontier, but the war was somewhat unexpectedly terminated by the treaty of Ghent.— In the month of May, 1815, the army was disbanded. The subject of this memoir having repaired to Washington to assist in organising the peace establishment, was retained as one of the brigadiers. He then took command of the third military division, the city of New York being his head quarters, but subsequently was ordered by Secretary Crawford to Detroit, with command of the fifth military division. His duties at this post were arduous, though of a tranquil kind; consisting principally in erecting forts, constructing roads and in repairing the desolations of war. But in 1821, he was called to Washington as head of the Engineer Department. From the Engineer Department Macomb was transferred by President J. Q. Adams to the command of the army, and the propriety of this appointment has been concurred in by President Jackson. Since this appointment he has lived, for the most part, at Arcadian view, in the suburbs of Washington, his residence taking its name from a pastoral view, which includes the heights of Georgetown, and many rural abodes, among which is Kalorama, at present occupied by Colonel Bomford, but formerly the seat of Barlow, a man who meditated great designs, and who, like Prior and Cumberland, relinquished literary pursuits for the discharge of a foreign embassy.

Nothing remains but the duty of subjoining to this memoir a brief character of its subject. Confidence between man and man is so often subverted in this calculating world, that the portraiture of character becomes an office highly critical. But General Macomb has persevered so long in pursuit of an honorable fame, that he will probably debar all opportunity of retracting the following sentiments. He is a man conciliatory in his manners, and buoyant in his hopes and feelings; amiable, frank, generous and grateful, but in his intercourse with men sufficiently discreet. He has a high relish for life and is capable of performing laborious duties.— Wilson, the ornithologist, descended the Ohio in an open boat; and Lord Byron in his skiff touched all the beaches of the Lemman Lake; but the subject of this memoir, in a slightly constructed barge, has traversed the most of our inland seas, and has sketched their promontories with a graphic pencil. Epaminondas after a victory rejoiced not so much at the victory, as at the fact, that his father was living to congratulate the son; and the filial piety of Macomb has reflected on him the highest credit. His social and domestic feelings have recently been subjected to severe trials in the death of a daughter, whose sprightliness joined with good sense, and fine powers for vocal and instrumental music, shed a charm over his dwelling. Accompanied by the present Mrs. Macomb, he conveyed a son reduced by disease to the White Sulphur Springs in Virginia, and to this hour the people, who live along the line and among the woods of the Blue Ridge, speak of him as a tender parent. To these moral qualities he unites a solid and useful intellect. His conversation is animated and instructive. He is a

good mathematical scholar, an experienced engineer, well read in history, familiar with geography, and an adept in the French, a language which gives ingress either to the caverns of revolution, or to the green-house stocked with the fruits of science. He has written well on various subjects connected with his profession, occasionally on agriculture, and after all, mankind are best pleased to contemplate the soldier in association with rural objects. Alexander raised to a throne a man whom he found in his garden.—An Emperor of Rome from the retirement of Salona wrote letters about his vines. Gordius was engaged in tilling the earth, when the eagle, emblem of sovereignty, rested on his plough; and an artist of Italy once sent to the founder of our government the various implements of husbandry and flocks of sheep, embodied in Parian marble. General Macomb cannot complain that his country has been ungrateful. The charge has been often brought against republics, and Athens outraged the feelings of Miltiades, even after he had guided the events on the plain of Marathon.—But the subject of this sketch has received many diamond marks of national gratitude. Besides those miniature tokens of it, provided by Congress and the State Governments as memorials of noble deeds, his name is borne by ships that navigate the sea—by districts of country, and by islands that love the chains which hold them captive in our lakes.

The writer, however, cannot consent to close this memoir without avowing his opposition to all war, except those wars which by resistance diminish the amount of human calamity. Philosophers have speculated on the necessity of war to prevent a surplus of population; but it will be time to provide for this exigency whenever it shall arise. Patriotism is a virtue, but as the whole is greater than a part, philanthropy is a virtue, more to be coveted, and when philanthropy shall assume its proper place in the scale of the virtues, men will transform their swords into ploughshares and their spears into pruning hooks. Then shall innocent pursuits supplant in the affections the love of power and the ambition of conquest. Kings shall every where receive olive crowns from the hands of their subjects, and the thoughts of men, which are going on swift pilgrimage among the conquests of Napoleon, shall be drawn from the burning line of his ambitious projects and find repose on the lawns of Mount Vernon. Still, had the Governor General of the Canadas met with no resistance, he might have been a scourge to our country, and ere this some elegiac poet might have celebrated the desolations of Plattsburgh, in kindred strains to those in which Campbell has sung the destruction of Wyoming:

—————the wild flower on its ruined wall,
And roofless homes that sad remembrance bring
Of what its gentle people did befall.

HOWARD.

DUPIN'S NAVAL FORCE OF GREAT BRITAIN.

CHAPTER VI.

Instruction of the Fleet.

In general, the British Government grants less than the French Government, towards the instruction of the persons belonging to the fleet. By a necessary consequence, these persons are much better instructed in most of the ranks of the French navy, than in the corresponding ranks of the English navy. This navy does not, like ours, maintain professors of hydrography, in the naval or commercial ports; but it engages a professor of mathematics for every port vessel. This professor is appointed after an examination, made by the principal members of the corporation of pilots, (Trinity house,) London, or by the professors of the naval college at Portsmouth.

The teacher of mathematics thus engaged, not only instructs the young men, destined to be officers, in the elements of mathematics and of navigation, but exercises over them a watchfulness of discipline, necessary to the preservation of their morals, and mental activity. Without having authority to punish them, he can demand their punishment of the captain of the vessel. He is forbidden to assist the officers who might require his aid, in the astronomical operations and calculations that they wish to undertake.

In our vessels, by granting a high pay to the *steersman*, (*maître timonier*,*) or his assistant, we should render his situation sufficiently lucrative to require from him theoretical knowledge, comparable to that of the teacher of mathematics, on board of English vessels. By this means, we should teach the scholars of the navy, as well as the young *steersmen*, who sail in our men-of-war, essential acquirements, and should preserve those which they too often forget, a few months after having hastily acquired them, in order to pass an insignificant examination. Our schools of hydrography ought also to be preserved, taking care to apply proper means for rendering their lessons more profitable.

Now that the utility of the method of mutual instruction has been universally acknowledged, one of the warrant officers and several subalterns, under the superintendence of a zealous officer, should be charged with forming on board of every vessel, a school of mutual instruction.† *Every man of the crew, endowed with any natural talent, should be made to pass through it. The greatest advantage will be obtained, by increasing the number of sailors who*

* *Maître timonier*. Steersman or pilot; corresponding to the rank of sailing-master in our navy.—[*Translator*.]

† Which every man of the crew, endowed with any natural talent, should be obliged to profit by: by which the greatest advantages would be obtained, in increasing the number of sailors who would be instructed in reading, writing, and arithmetic.

know how to read, write, and calculate. Then it would be no longer necessary, as it now is frequently, particularly in the ports of the Mediterranean, to refuse promotion to persons possessing activity, courage, and intelligence, on account of their deficiency in these acquirements. The valuable class of warrant officers would, by this means, also be improved. Details as to accountability, as to discipline, and the elementary instruction therein of the crew, should be entrusted to the better educated and abler subalterns. Finally, by means of these happy and easy alterations, the officers would be much better seconded in the execution of their commands.

Besides the lessons given on board, the English Government provides instruction for the children of the officers and sailors in two establishments; viz. the Naval College of Portsmouth, and the Naval Asylum of Greenwich.

The Naval College, instituted in 1729, by George II, was enlarged by George III, in 1773. The organization of 1806 augmented this institution, still more, in order to render it less disproportioned to the increase of the British navy. At that time this school, situated in the enclosure of the Portsmouth arsenal, was increased so as to lodge seventy young men destined for sea service, forty of whom were the sons of naval officers. An extract of the budget of 1820 will show the staff of the establishment, the sciences which are taught, and the detail of the expenses.

Lieutenant Governor,*	-	-	-	-	-	£ 800
His Secretary,	-	-	-	-	-	150
Two Lieutenants,	-	-	-	-	-	400
Surgeon,	-	-	-	-	-	80
Matron,	-	-	-	-	-	70
Porter,	-	-	-	-	-	70
Messenger,	-	-	-	-	-	60
Food and clothing of the scholars, servants' wages, etc.,	-	-	-	-	-	3,232
Expenses of the house,	-	-	-	-	-	539
Professor of Mathematics,	-	-	-	-	-	700
Professor of Latin,	-	-	-	-	-	350
One First Assistant,	-	-	-	-	-	250
Two other Assistants,	-	-	-	-	-	440
French Master,	-	-	-	-	-	200
Drawing do.,	-	-	-	-	-	200
Fencing do.,	-	-	-	-	-	100
Dancing do.,	-	-	-	-	-	100
Two Sergeants of Artillery,	-	-	-	-	-	60
Total,	-	-	-	-	-	£ 7,801

Two thousand seven hundred and ten pounds, the sum paid by the scholars who are not supported by the Government, should be deducted from this total.

* The titular Governor is the First Lord of the Admiralty.

Conditions of admission.—In order to be admitted into the Naval College, it is necessary to be proficient in the first four rules of arithmetic, the rule of three, and the first elements of Euclid; to be able to write English from dictation, and to compose a sentence.

Age of admission.—From thirteen to sixteen years, inclusive.

Duration of the studies.—Three years at most. This time is counted as only two of the six years of sea service, indispensably required before being promoted to the rank of lieutenant. The other four years should be passed on board of a vessel of war, under sailing orders. If the candidates are equal in every other respect, those are preferred who have been at sea. The relations of every scholar admitted must furnish a security of two hundred pounds, as a guarantee to the Government which educates him, that, after having finished his two years' study, he will pass four more on board of a vessel of war. But, if the scholar has been already two years at sea, no security is required by the ministry.

The allowance of each scholar is fixed at one dollar a day; (three hundred and sixty-five dollars a year.) The greater part of this sum goes to pay for the food, dress, and washing of the scholars, the indemnifications granted to the professors, etc. Every student receives about twenty-five cents a week for pocket money; the parents are not allowed to increase this sum, and a scholar is not permitted to possess more than one guinea, on entering the academy. These measures are wise, and tend to give useful principles of economy. Great severity is exercised with regard to the conduct of the pupils. If once dismissed from the establishment, they can never be admitted as officers in the British fleet.

There is nothing remarkable in the architecture, or arrangement of the academy; but the utmost neatness reigns throughout. Every scholar has a separate room; and this is one of the surest means of preserving good conduct, in large establishments of public instruction.

The instruction given to the scholars at Portsmouth in mathematics, hydrography, and the management of vessels, is in no respect superior, and, in several points of view, it is even inferior to ours. Therefore, I shall not enter into particulars on this subject.

I will describe, in preference, an establishment founded for the education and instruction of the children of sailors. We have unfortunately nothing in the maritime institutions of our country, which in any way resembles this establishment, which does so much honor to England. It appears extraordinary that none of the travellers, who have pretended to make us acquainted with England, have ever thought of mentioning it in their descriptions.

NAVAL ASYLUM.—About twenty years since, a private citizen, named Taylor, conceived the idea of forming at Paddington, near London, a house of education and labor for the orphan children of the sailors and soldiers of the marine. For this purpose he set on foot a subscription, to which in a short time many worthy citi-

zens, dignitaries and princes, placed their signature. On examining the employment of the funds of this subscription, it was found that the manager was a wretch, who, in the formation and execution of the noblest project, thought only of profiting by the public confidence and generosity. He was convicted of fraud in keeping his accounts.

After that, Mr. Pitt conceived the idea of putting the establishment under the protection of the ministry, and of giving it the organization which is still preserved. The pretty palace built by Queen Maria Henrietta,* the wife of Charles I, at the foot of Greenwich park, was by his means appropriated as the Naval Asylum. Immediately the marble, of which the steps and the support of the balustrades were made, was taken up and sold, and the product of the sale applied to the alterations which the new destination of this building required.

About a hundred yards from the palace, on the right and left, two regular and symmetrical edifices have been erected, united to the central building by a large open piazza, formed of Doric columns, which support a flat roof, very light, and the interior structure of which is concealed by a ceiling. The direction of the wings is perpendicular to that of the piazza.

A spacious esplanade, a garden filled with flowers and shrubs, mingle with the verdure which ornaments the principal court of the palace of Greenwich, where the invalids of the marine are lodged.

Persons ascending or descending the river, on arriving opposite this palace, perceive on the right and left two immense piazzas, built against the two wings of the principal palace; in the centre of the back ground, they perceive the building of the naval asylum. Not as extensive, but more elegant, this building discovers between its pillars, the moss with which the foot of the little hill of Flamstead is ornamented. Upon the summit of the hill, the observatory of Greenwich, like an aerial temple, rises above the palace of Queen Henrietta. As if to finish this magnificent picture, the old oaks of the park, planted by the Tudors and Stuarts, mingle their majestic shade with the works of art, and form at once the most picturesque and sublime ensemble. The idea is beautiful and noble, thus to offer on the banks of a river, frequented by the whole world, a view of the assistance granted by public munificence and by the benevolence of the citizens, to marines wounded or grown old in battle, and to the young children of those who died in defence of their country.

There are one thousand orphans constantly in this asylum; two hundred girls and eight hundred boys. No child can be admitted under seven years of age; the girls are not received after eight years, nor the boys after ten. The scholars, of both sexes, leave the

* This is the Queen for whom Bossuet made the admirable funeral oration. Above the entrance door may be read these words—"Henrica Maria."

establishment when fourteen years of age. The following is the instruction given them.

The girls are instructed in reading, writing, and keeping family accounts, knitting, sewing, washing, ironing, etc.

The boys are instructed in reading, writing, arithmetic, mending clothes and shoes, rowing, and managing a boat. The object of this is to make sailors of them, to fit them for all manual exercises, and to give them sufficient knowledge to favor the development of the extraordinary talents of such, as nature may have favored with her gifts. Let us follow the execution of this judicious plan.

The girls are lodged and instructed in the central building, the boys in the two separate wings.

The ground floor of the central building contains, first, the apartments of the governor, of the chaplain, and of the female superintendents called matrons. Second, the secretary's office, the hall of council, and two schools; one of reading and writing, the other of sewing and knitting. In this last the scholars are ranged on two sides of the room, so that all those who knit are on one side, and all those who sew, on the other, upon benches raised one above the other. In this manner, a matron and a school mistress, seated at the end of the room, have a view of all their scholars at one glance. A degree of order and silence is maintained throughout this assembly of young girls, which is very remarkable.

When I visited this school, two of the scholars were standing up before the others, working with the same diligence and attention as their companions; they were in disgrace. This gentle punishment, occasionally inflicted on the amiable children, is sufficient to govern them.

The central story of the central building is used as a bedroom for the young girls. One of the rooms was the bedroom of Queen Henrietta, in which Charles II. was born.* I do not hesitate to affirm, that the apartments of this palace were not more exquisitely neat, in the happy days of that princess, celebrated for the elegance and brilliance of her manners, than the sleeping room of the orphans of the Naval Asylum.

These pupils of the country are watched and taken care of night and day, by twenty-four nurses, who watch over their sleep, food, dress, and conduct; two nurses constantly sleep in the bedroom with their scholars. The bedsteads are of iron, very simple, and very solid; each one is occupied by two children.

The uniform of these children is a gray dress, a little shawl, and a straw hat.

Behind the northern wing, which is used for boys, there is a separate place, whence one may enter the central building, without communicating with this wing; it is there that the young girls are taught to wash, dry, and iron their clothes, etc. I noticed

* In this apartment, I noticed from its extreme beauty, and perfect state of preservation, an inlaid floor of oak, which has already lasted two hundred years.

an excellent dryer; during the damp weather of winter the clothes being stretched upon frames are dried by heat, which comes under ground through skilfully arranged tubes.

The kitchen is placed very near the wash-room. In this kitchen the provisions are boiled, warmed or roasted, by the action of steam. The large boiler supplies the whole kitchen with steam; it is conducted and distributed at discretion, by tubes and valves, into all the furnaces and under all the kettles.*

Let us now pass on to what relates especially to the boys. In the eastern pavilion, the ground floor is used as a refectory. Each scholar receives a separate portion at every meal; the tables which are very simple have ledges of iron, so as not to be easily injured. At the end of the refectory, there are two work-rooms; in one the young boys are taught to sew, to mend their clothes, to make bags, hammocks, etc; in the other, they are taught the trade of cobbler; every apprentice has his little bench, and case of tools.

The second story is appropriated to the bed-rooms; it contains two very fine apartments, the arrangement of which deserves a particular description. Every scholar sleeps in a hammock.† These hammocks are placed in two rows, one above the other, next the wall, so as to leave all the middle of the room free. In every room there are one hundred hammocks on each side; that is, four hundred in the two rooms of the eastern wing; there are as many in the western wing.

Between the rows of hammocks, there are small iron ladders,‡ by which the scholars who sleep in the upper row may ascend. In each bed-room there is a separate place, arranged like a ship's cabin, for a serjeant charged with the superintendence; another

* There are roasting ovens, made according to the system of Rumford. These ovens consist of a large cylinder placed horizontally, so that one of the bases of this cylinder shall be the mouth of the oven. The fresh air can circulate between a horizontal platform, and the lowest part of the cylinder, by means of two holes, made in that base of the cylinder which serves as the mouth of the oven; the advantage of this ventilation, is that it prevents the disagreeable taste caused by the rapid action of heat on confined meat. The meat to be roasted, is placed upon a rectangular gridiron, borne by four rollers, which runs upon the horizontal platform of which we have spoken. All these ingenious methods might be adopted in the hospitals of the French Navy.

† Every hammock is suspended at one end, to a hook fastened in the wall; at the other, to a hook fixed in an iron post. These posts, separate, and at equal distances, form a sort of colonnade, surmounted at the height of about seven feet, by a horizontal cross piece of iron.

These posts are of cast iron; a section perpendicular to their length would have the form of a Greek cross. They are fixed at the foot, in a support also of iron, and embedded in the floor. Every fifth post is a round one, of wrought iron, which extends to the ceiling where it is fastened. These last posts prevent the others from being dragged down by the oblique action of the weight which they sustain. On every post are hung the two bags, which contain the clothes of the two scholars, who occupy the hammocks which are fastened to this post.

‡ These ladders have sides of iron, supporting small wooden steps. The judicious plan of supporting the hammocks and ladders by iron, prevents any vermin from reaching the hammocks.

serjeant goes the rounds until eleven o'clock, causing the most profound silence to be maintained; he does not retire until all the scholars are asleep; one lamp, suspended from the middle of the room, remains lighted all night. I mention all these particulars carefully, because they are necessary for the preservation of good morals, and for the health of the scholars.

Let us pass on to the western wing. It is there on the ground floor that the scholars receive lessons in writing, reading, and arithmetic, by the system of mutual instruction. This system is not pursued with the young girls.* In the first story of this wing, there is a bed-room arranged, exactly like that of the eastern wing. The dress of the young boys is a pair of large trousers, and a vest with sleeves, of coarse blue cloth, with small copper buttons, a round hat, shoes and stockings. Every thing in the establishment appears to announce a strict economy; a truly parental care of the scholars. Orphans are received in this school only upon certificates proving the services of their fathers; favor has no influence in the choice. The primitive object of this institution was to form subjects for the mercantile and military marine, at the choice of the children. A small vessel is therefore attached to the school; this vessel is manned by four boatswains, nine boatswain's mates, and two quartermasters. Twenty of the oldest scholars daily go on board to learn how to manœuvre, to row, etc.

Since the peace, the want of sailors is much less felt, on account of the great number suddenly dismissed by government. The scholars therefore, whose education is finished, are permitted to choose any profession they please. However, notwithstanding this permission, the greater part prefer the sea, towards which they are already biassed by the force of seven years habit.

Budget of the Naval Asylum for the year 1820.

Governor, - - - - -	£ 728	15	0
One Secretary, - - - - -	359	16	0
One Clerk, - - - - -	125	16	7
One Auditor, - - - - -	300	0	0
One Chaplain, - - - - -	250	7	0
Two Surgeons and Stewards, - - - - -	626	8	0
Two Clerks, - - - - -	151	7	5
Four Boatswains, - - - - -	173	17	0
Nine Boatswain's mates, - - - - -	314	3	0
Two Quarter-Masters, - - - - -	54	18	0
Two Porters, - - - - -	67	2	0
One Gardener, - - - - -	80	0	0

* These lessons in reading, writing, and arithmetic, the practice of the mechanical arts, the labor required for the service of the house, and the cleanliness of the establishment as well as the amusements, are so mixed as to prevent fatigue of body or mind.

1835.]

IRON-WIRE RIGGING.

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Two Matrons, - - - - -	180	0	0
Three School Mistresses, - - - - -	75	0	0
Four Cooks, - - - - -	50	0	0
One Washerwoman, - - - - -	22	0	0
Two Assistant Washerwomen, - - - - -	24	0	0
Twenty-four Nurses, - - - - -	296	0	0
Resident Laborer, - - - - -	47	1	2
Architect and repairs, - - - - -	650	0	0
Food for one thousand children, twenty-eight sub- altern officers, and twenty-eight nurses, -	9,069	13	0
Clothing for one thousand children, and eighteen subaltern officers, - - - - -	2,323	0	0
Light and fuel, - - - - -	1,018	17	6
Utensils, expenses of the hospital, of washing, bureau repairs, etc. - - - - -	2,023	5	1
Total,	£ 19,018	19	9
A sum at the disposition of superintendent to be deducted, - - - - -	4,419	12	6
To be paid by government in 1820, - - -	14,599	7	3

{ TRANSLATED FOR THE MILITARY AND NAVAL MAGAZINE. }

REPORT

Of a commission of Naval Officers of the port of Toulon, upon the substitution of Iron Wire in the place of Hemp, for the standing rigging of ships of war.

The experiments made by the author of this project upon the strength and tenacity of iron wire, having given results much more advantageous than those that have just been obtained at the port of Toulon, it follows that the substitution of cordage composed of this wire, in the place of rigging of hemp, has not all the advantage that was announced; and there may, in some respects, result from its adoption serious inconvenience.

In order to demonstrate this, we shall examine successively the observations announced in the project.

1. *Upon the strength of the iron wire.*

The author has concluded, from his experiments, that iron wire of three millimètres diameter, from the manufactory of Besançon, known by the denomination of No. 18, will support a weight of

six hundred and seven kilograms; which gives eighty-seven kilograms per square millimètre, of the transverse section.

We have submitted to the proof different pieces of iron wire of the same number, taken from the general store at this port. The mean of these experiments, with the dynamometer of M. Regnier, was only four hundred and fifty kilograms per wire; this wire was therefore one-fourth inferior in strength to that which M. de Marqué has taken as the base of his calculations.

On the other hand, strands of two, three, and four threads of wire, laid, with a slight torsion, were broken with a mean traction of fifty-two kilograms per square millimètre of the section. Other wires were hawser-laid; that is, the strands were laid as in a hemp rope; they only supported forty-five kilograms per millimètre. The difficulty of laying this species of cordage suggested the idea of annealing the wire, in order to render it more flexible; but it would then support no more than twenty-nine kilograms per millimètre. It may be concluded from these experiments, that the iron wire, such as is received at Toulon, has, singly, not more than three-fourths the strength assumed by M. de Marqué; that the wire laid cold, in strands of from two to four threads, lost one-fourth of its natural strength, and when hawser-laid about one-third: lastly, that after having been annealed, and then hawser-laid, lost more than one-half the absolute strength of the wire.

In order then to use the wire to the most advantage, it should be laid cold, in strands: it is not known to what degree of torsion, or to what size these strands might be continued, so as to obtain the maximum of strength; but it was remarked that, with a small number of threads, and a very slight degree of torsion, many of the wires were broken. A great number of experiments could alone determine the limits.

It is found that hemp rigging newly laid, such as is at present employed in the marine, will support about seven kilograms per square millimètre of the transverse section; and the iron wire laid in strands, supporting fifty-two kilograms, has then at equal volumes a little more than seven times the strength of the hemp rope; as on the other hand, the iron weighs 0.0081 kilograms per square millimètre of the section, for a metre in length, and the hemp weighing only 0.0012 kilograms, or about one-seventh: thus, in the position the most favorable to the wire, there is at an equality of weight only an equality of strength. But as the iron cordage cannot be made of the same size as is laid in hawsers, in which the strength is only forty-five kilograms per square millimètre of the section, at equality of strength the iron weighs one-fourth more than the hemp cordage, abstraction made of the accessories, which augment the weight without giving any additional force.—If it is necessary to have recourse to annealing the wire, in order to lay it, the diminution of strength which results causes this species of rigging to have two-thirds more weight than hemp rigging of the same strength, which is an addition of weight that cannot be admitted.

In order to ascertain if the wire laid in parallel strands, without any torsion, as proposed by M. Montgéry in his report to the "Council of Naval Works," presented the advantage therein stated, a number of strands of this description, of from two to seven threads of wire of three millimetres diameter, were prepared. The ends were joined in a screw socket, and soldered, as proposed by M. Vives, mechanician.

Each of these strands broke under a traction, with the hydraulic press, of from two hundred and forty to two hundred and fifty kilograms per wire; which gives from thirty-four to thirty-five kilograms per square millimetre of the section. The rupture always took place near the solder; and the weakness at this point could only be attributed to the deterioration which the wire experienced from having been heated, during the soldering in the socket. Whatever may have been the cause of this weakness, these strands have nevertheless a great inferiority in point of strength, since they supported but little more than the strands laid after having been annealed. Two other strands, made also by M. Vives in the same manner as the preceding, one being composed of thirty-seven and the other of fifty-two wires of three millimetres diameter, were submitted to the hydraulic press. They broke under a traction of three hundred and forty-seven kilograms per wire, or about fifty kilograms per square millimetre of the section of the material, that is, one-half more than the small strands; from which there is reason to conclude that the solder does not weaken the wire of the large, in the same degree as in the smaller strands. The law of this deterioration could be obtained by experiment. If these strands be compared with hemp cordage, it may be remarked that the strands of from three to seven wires weigh, at equality of force, two-thirds more than the hemp cordage; and those of from thirty-seven to fifty-two wires, one-eighth only. These last mentioned strands, when made by the method of M. Vives, have to be wrapped or served with fine wire, and covered inside and out with a coat of red-lead: and the different lengths being further adjusted by means of screw sockets, acquire such a weight, that a strand of fifty-two wires weighs one and a half times that of a piece of hemp rigging of the same strength: this is confirmed by the experiments with the hydraulic press, where the rupture took place under a traction of 18,500 kilograms, this force corresponding to that of a rope of 0.166 metres, or six and a quarter inch circumference, (French,) of which the weight is 2.70 kilograms per running metre; and the weight of the strand of wire rigging being 4.10 kilograms, gives very nearly the proportion that has just been stated.

Lastly, to try another method of adjustment, several strands were prepared as described by M. Montgéry. The extremities of these strands were furnished with thimbles, and the different pieces could be joined to each other by hooks or lashings with great facility, to form a piece of sufficient length; but this method of connecting the pieces is by no means neat, and offers at the points of

contact an excess of volume which ought to be avoided. Yet the facility of separating and joining the parts may compensate the fault of weight, and give a preference over the screw socket, which, though more neat in appearance, requires a heaver to set them up, more time, and occasionally great embarrassment in the operation.

These strands were proved with the hydraulic press, and all broke at the thimbles, under a strain which varied from fifty-six to seventy-six, and to eighty kilograms, giving a mean of seventy-one kilograms per square millimetre of the section; being one-fifth less than the primitive strength which M. de Marqué attributes to iron wire, and superior by one-third to the strands made by M. Vives. This superiority of force should be attributed, not only that the wire was not injured by the heat, but also to the strands being composed of finer wire. This wire weighed 0.00185 kilograms, its mean strength was 200 kilograms; but, as it was necessary also that these strands should be served in order to prevent the wire from separating, and from the thimble turned in each end, the weight was one-sixth more than that of hemp rigging of the same strength.

Thus, whatever method be employed to unite the wire, it is probable it will not be possible to obtain an "equal strength with the same weight," unless the iron wire be of a quality superior to that which is delivered at the port of Toulon.

2. *Upon the durability and cost of the wire rigging.*

Experience alone can determine the durability of this species of cordage; but, in the absence of the solution of this question, upon which is based almost all the economy proposed by M. de Marqué, it may be feared that it will be difficult to preserve the interior of the strands from humidity, and the wire, in oxydizing, will quickly lose a portion of its strength, and cause them to be changed, before the fifteen years of duration that has been assigned them, has elapsed.

As to the cost, M. de Marqué states that of the wire at sixty-five or seventy centimes per kilogram, and the price of hemp at one franc thirty centimes. At the general store in this port, the price of iron wire No. 18 is stated at one franc eighteen centimes, and the best cordage one franc fourteen centimes: if there be admitted only twenty-two centimes for the expense of laying the wire, the rigging made in this manner will cost one franc forty centimes per kilogram; and, as we have before seen, that at equal force it weighs one-fourth more than hemp rigging the 25,189 kilograms, (the weight of the standing rigging of an eighty gun ship, for example,) would be replaced by a weight of 31,486 kilograms of wire rigging: the first would cost 28,700 francs, and the last 40,300 francs. Thus, in the supposition that the wire lasted fifteen years, and the hemp rigging only five years, (though it may be extended to at least six years,) the economy will only be 45,800 francs, in place of 69,500 francs, as stated by the author.

If the economy be calculated, in the supposition that the substitution is made of strands of wire, as proposed by M. Vives, the standing rigging of an eighty-gun ship will weigh 42,800 kilograms; and as the labor cannot be valued at less than fifty centimes per kilogram, by reason of the sockets and accessories, the total cost of this rigging will be one franc sixty-eight centimes per kilogram, or 71,900 francs. As the hemp rigging costs 28,700 francs, the economy in fifteen years will be 14,200 francs; that is, only one-sixth of that stated by the author of the project.

If the strands with thimbles be employed, the economy will be 37,400 francs.

3. *Upon the advantages that are presented by the employment of iron wire.*

It is first stated that there will be a less surface presented to the wind. If this diminution be calculated, it will be found that for a seventy-four gun ship the surface presented to the wind by the shrouds, stays, etc., of hemp, is about six hundred and fifty square feet; the rigging of iron being about half the circumference of that of equal strength of hemp, their surface will also be about one-half: there will thus be for the metallic rigging a diminution of three hundred and twenty-five feet, which is equivalent to nearly one-half the area of the fore staysail. So small a diminution scarcely merited being noticed, and could have but a very small influence upon the velocity or lee-way; and this advantage is, in all probability, overbalanced by the excess of weight.

As to the advantage of having only half the surface exposed to the projectiles, during an action, it cannot be denied; but certainly the wire rigging will not resist the shot better than the other; for if it is not entirely cut off, a part of the wire will be at least injured, which will place it out of service, and cause it to be entirely changed, except it is made in pieces, as proposed by M. Montgéry, when more time will be consumed in the reparation, than in the hemp rigging.

4. *Upon laying the rope, and its elasticity.*

It is said by the author of the project, that laying the wire will not be more difficult than the hemp. It has been found by experience, that in order to obtain any thing near the same facility as in hemp, it was necessary to anneal the wire, which was much weakened by the operation. It cannot thus be a question of this method.

In order to lay the wire cold, it must not be of more than two millimetres diameter; as above this size a great number break, by reason of the torsion, which it is also exceedingly difficult to give with regularity; on the other hand, the oxydation will be much more destructive to the fine than to the coarse wire.

As to the elasticity, this rigging is in fact susceptible of great extension, but it will not contract, as is the case with the hemp; and thus, after several consecutive efforts, it attains the state of a

bar of iron, and it cannot be correctly said it will be "as elastic as the hemp rigging is after some months' service;" for this last preserves its elasticity after having been pronounced unfit for service, as has been proved by an experiment upon a piece of five-inch shroud, which had been condemned. This piece, under a traction of from one thousand to three thousand kilograms, with the hydraulic press, lengthened 0.55 metres, 19 inches, (French,) and under a traction of from three thousand to six thousand five hundred kilograms, at which it broke, stretched 0.33 metres or twelve inches, (French,) returning to its primitive length whenever the strain was taken off.

5. *Upon the application to the wire rigging of the substitution of iron, in the place of dead-eyes and laniards.*

In the system of iron at present substituted for dead-eyes and laniards, there will be an economy, as the length of some of the pieces may be diminished. But it is presumed that the impossibility of taking up the almost insensible quantities when the metallic rigging has reached the last degree of tension, will be very disadvantageous. It is supposed the system of screws, as proposed by M. Vives at Toulon, would be preferable, being at the same time more economical, and presenting no bars of metal above the rail.

It is now proposed to pass to some of the objections which naturally present themselves to the project.

With respect to the elasticity; it is admitted not only that this property does not exist in the same degree in the wire rigging as in that of hemp, but even that it is entirely devoid of it, at least as much so as an ordinary bar of iron. Up to the present moment, it cannot be denied that elasticity has been regarded as indispensable to the rigging, and above all to the topmasts, that the masts may not break from the violent shocks which the vessel receives from the sea; it being, in fact, the effort of percussion that is to be resisted. The rigging of hemp cedes to these efforts, from its elasticity, which it preserves, as has been shown, to the end of its service and moment of rupture. If there was not this elasticity, it is probable that the points to which the rigging was attached would suffer violent shocks, in receiving directly the whole effort or strain; and if it did not part, would soon occasion leaks, or cause the vessel to be dismasted. From the iron not possessing this elasticity, it may be feared that serious accidents would result.

It is certain that rigging made of iron wire would lengthen very considerably; but this increase of length is, in some measure, an additional inconvenience; for if by reason of a great inclination of the vessel the mast exercises a powerful effort on the shrouds, they will stretch, and from not contracting after the effort has ceased, will become slack, which it will be necessary to take in, to prevent the mast playing; and thus, in a short time, there will be no further increase of length, nor greater elasticity, than in a chain or bar of iron.

The permanent increase of length which is caused by the elasticity of the hemp rigging, partakes also of this inconvenience, but is only felt during the first months of its service. The hemp rigging, after having been in service some time, lengthens scarcely any under the traction necessary to support the masts, and cedes only under the greatest efforts, when it acts as a kind of spiral spring. If it was not possessed of this quality, it may be conceived that all, not supporting the same strain, could render no mutual assistance, and that which supported the most would indubitably part. This is what would take place in the iron shrouds, unless each one was of a sufficient strength to support the whole strain.

6. *Upon the difficulty of repairing the injured shrouds.*

The author of the new system admits that it would require more time to splice a wire shroud than would be necessary for one of hemp. It may be added that this splice would be very difficult to make, and would not resist any great strain; this at least is what experiment has shown, with respect to splicing in this species of rigging. It will then be necessary, as M. de Marqué has also stated, to replace the broken shroud instead of repairing it; and it is very doubtful if this operation can be performed sooner than the reparation of a hemp shroud, even though it did not employ more than half an hour. But that which becomes a greater inconvenience is, that the broken shroud can only be repaired in a very clumsy manner, which will oblige a great number of spare shrouds to be taken to replace, in case of an action, those which are cut or injured by the shot. The incumbrance of these shrouds will be greater than was supposed by M. de Marqué, for they will be about one-half the diameter of hemp shrouds in place of one-third, as he supposes; and from their not being easy to coil, must be disposed in situations where it may at times be difficult to come at them. This double supply, or nearly so, of shrouds, will be an additional weight in the vessel, and their cost, joined to the deterioration being greater than when in store, will cause a sensible diminution in the economy which is proposed by the author of the project.

7. *Upon the difficulty of cutting away the rigging in case of being dismasted.*

It is certain this difficulty will be much greater than with the hemp shrouds, which can be easily cut at any point of their length. There are even cases in which it will be impossible to clear the metallic rigging. For example: In the case of a ship on her beam ends, with the channels in the water, which may frequently arise in small vessels; in this extreme case it is thought it will be very difficult, if not impossible, to take out the key which connects the shroud with the iron substitute for dead-eyes before mentioned; whereas with the hemp shrouds, they can be cut in an instant at any point of their length.

This difficulty will be very nearly the same, in the case where it is necessary to cut away the mast, in order to save or lighten the ship. It is given as a general rule, that all the shrouds must be cut away, except the one or two after ones on each side; then, after having scored into the mast as far as necessary, to cut away the remaining shrouds and stays. This operation presents no difficulty, as the lariards can quickly be cut; and even if metal has been substituted, the seizings by which they are connected with the shrouds may be cut away; but if these last are metallic, it will be much more difficult to cast them off sufficiently quick and simultaneously as not to jeopardize the operation. The prompt, and often so useful, effect of the knife and axe, can be replaced but under great disadvantage, by the hammer, the chisel, and the file. It is, above all, in being dismasted during an action, when it is so important to have the ship quickly cleared, that the inability of using cutting instruments will be the most regretted.

8. *Upon the difficulty of stowing the wire shrouds in the tops, when the masts are housed.*

It is doubtful if the author of the project has well considered the effect, in striking the top-masts and top-gallant-masts, of the rigging falling in a bight on each side of the top: as to the back-stays, the slack may be stowed in the channels, or laid as those of hemp, in ∞ , against the lower rigging. With rigging possessing so little flexibility, this cannot be supposed to be a very easy operation. On the other hand, it is often necessary, in striking or swaying the masts, to steady them by means of their stays and shrouds, against the movements of the vessel; and it is questionable if the tackle can be securely attached to this rigging, so as not to slip under the heavy strain it has sometimes to bear.

9. *Upon the electrical conductor.*

Without doubting the observations M. de Marqué has made on this subject, they are not thought to be sufficient to remove doubts as to electrical fluid always following its ordinary conductor.—Having thus shown the inconveniences of these iron shrouds, it remains to be shown if those proposed by M. de Montgéry present less.

Upon the proportion of the strength to the weight.

It has been demonstrated, that when the strands were made in the method described by M. Vives, they weighed once and a half that of hemp rigging of equal strength. At equal weight, they are far from having two-thirds more strength than the hemp, as has been stated by M. de Montgéry. These strands are not even so strong as the cold wire when hawser-laid; since these last, at equal strength, weigh but one-quarter more than the hemp. The strands made with the thimbles, in the method of M. Séguin, having given superior results, (since at equality of strength they weighed only one-sixth more than the hemp,) seem to be preferable. They have otherwise the advantage of being connected and

disconnected more readily; an operation that can be made in all positions, and requires less time than the screw sockets, but these strands have a much less neat appearance at the points of connection than the first. As to the durability, it is probable it will be the same in all, but it would be difficult to assign any limits, except by experience. The facts that M. de Montgéry has cited, extend to no more than ten or twelve years; which is far from what it should be, to present an economy sufficient to compensate for the inconveniences. This question can only be solved by time.

Upon the fabrication of these strands.

M. de Montgéry supposes that tinning should be substituted for the varnish proposed by M. Séguin, and that each strand should be enveloped and sewed in a longitudinal band of sail-cloth. It is not supposed that this tinning would preserve the wire any length of time from rust, if we may judge from our every-day experience, and it is supposed it would be preferable to cover the wire with a coat of red-lead, from which favorable results have already been obtained. As to the cover of sail-cloth, it is to be feared it would retain the humidity, and become rather a cause of oxydation, than a means of preservation. It would also be preferable that the pieces should not be more than from six to eight metres in length, in place of from ten to twelve, as they would be more easy of application, stowage, and transportation, and the loss arising from their rupture would not be so great. It is presumed that small shackles, with keys, to connect the pieces, would be both lighter and stronger than the hooks or lashing proposed by M. de Montgéry. These metallic shrouds might also have collars, as those of hemp, and perhaps to supply the deficiency of elasticity these collars might be of hemp, forming short pendants with thimbles, to which the shrouds of iron might be hooked or lashed. Lastly, it is supposed that serving with spunyarn could not be dispensed with, to protect the running rigging from friction, and to prevent the rattlings from slapping, and they would otherwise be hard on the hands of the men; but the envelope would be as injurious as the sail-cloth, with respect to the oxydation.

Conclusion.

There is no doubt but that the system of parallel wires, and above others that with the eyes, though not so neat as that with the socket, presents advantages over that of the wire laid in rope. By the first system the advantage over the second is, at equal weight a greater strength; the part that may be cut or injured can be changed without a great loss of material; and, in the case of being dismasted, can be more easily saved. So large an extra supply is unnecessary, and it is more easy to ascertain the degree of oxydation of the interior.

With respect to the elasticity, as it is about the same in the two systems, the inconveniences that arise from it must be the same in both cases; and it is supposed that neither the one nor the other can be employed with any success, until some means

has been found to combine them with elastic portions that will permit the rigging to cede to the efforts of percussion, to which it is exposed.

This important question, as well as that of the durability, can only be resolved by experience; and before pronouncing, we should wait till the experiments recently ordered on some armed vessels at Brest, and which it is desirable should also be made at Toulon, shall give some conclusive results.

COSTE,

Toulon, August 5, 1833.

Captain of a Ship of the Line.

NOTE.—The weights and measures above stated are those of France. The mètre is equal to 3·2819 English feet; kilogram, equal to 2·2 lbs., avoirdupois.
L.

HOLLOW PROJECTILES.

In looking over a controversy between General Andreossy and Colonel Paixhan, upon the use of hollow projectiles in naval warfare, contained in the second volume of the *Journal des Sciences Militaires*, (Paris, 1826,) I found an editorial note which contains the result of some experiments, made at Meudon, the translation of which it is presumed will prove worthy of the attention of your readers. A proof so conclusive of the advantages of using shells, adapted to the calibre of guns in common use, cannot be uninteresting, to the officers of the navy especially; and it will remind them, also, that while we are reposing in self-confidence, and entertaining perhaps an unwarrantable opinion of our skill in gunnery, other nations are endeavoring by laborious and exact experiments to perfect themselves in the theory and practice of an art, the neglect of which is inexcusable in any navy, as it must lead to inefficiency and disgrace, however remarkable its ships may be in all other points of discipline and equipment. And here let me pause, to ask a simple question. Who in the last sixteen years has seen, either in squadrons or single ships, as many as three occasions of target practice? and who, since the last war with Great Britain, has been so fortunate as to witness any such series of useful experiment as that, the minutes of which I am about to annex? I sincerely hope that many may be able to give a satisfactory answer to a question of such vital importance; but if they cannot, it seems to me to be high time that we should bethink ourselves of our deficiencies, and occupy the little leisure which may yet remain to us, in repairing them.

Although the subject is far from being a new one, it does not appear to have received with us the attention which it undoubtedly deserves. We may be excusable in rejecting the theory of Mr. Paixhan,* because it would require a new and expensive arma-

* Colonel Paixhan's system has been strongly opposed by M. de Montgéry, a Captain in the French navy, and its errors exposed by the lamented Mackey, in the *American Quarterly Review*, published at Philadelphia.

ment, combined with an unwieldy and perplexing apparatus; but when we reflect upon the fact, that five-and-a-half-inch shells, any quantity of which may be had at our arsenals, may be used in serving our twenty-four pounders with the same safety and facility as ordinary shot, it becomes a matter of wonder that every ship of war in the navy, having guns of that calibre, is not furnished with a certain number of these shells, with directions to the commander to avail himself of every opportunity to test their effects.

It sometimes happens that vessels are moored near uninhabited districts, abounding in timber, where proper targets or butts could be erected; and not unfrequently the opportunity occurs in passing an abandoned wreck at sea. In whatever way we may treat this subject, there is at least one thing certain; which is, that the most formidable maritime nations have given it their particular attention; and we may one day or other be called upon to practise many new expedients in naval warfare, and fail in our attempts, from want of the necessary experience, and more particularly (as it requires time to uproot prejudice,) from the want of that perfect confidence in the means employed, without which no reasonable hope of success can be entertained.

ORION.

Results of the experiments made at Meudon, the 8th Floreal, 6th year.

"A brass twenty-four pounder, fired at the distance of two hundred and three toises (four hundred and six yards) from the butt.

"A twenty-four pounder shell, weighing sixteen pounds.

"Charge of the piece, three pounds.

"Charge of the shell, one pound.

"The butt was constructed of oak, weighing seventy-six pounds the cubic foot, having the same dimensions as the sides of an eighty-gun ship; the ribs being twelve inches thick; the inside planking being five inches, and the outside eight inches in thickness.

"The piece was pointed at ten feet above the water line.

"Six shots were fired: four struck and two missed the butt.

"*Second discharge.*—The ball struck the butt three feet from the water line, penetrated the frame and exploded in the middle of it, as high as the fourth tier of planks, below the great wale (au dessous de la grande précinte,) of eight inches thickness; the timber, twelve inches in thickness, was split in every direction for a length of from two to three feet; three tiers of planking, five inches thick on the inside, were entirely torn from their nailing, and turned over; and three tiers on the outside, eight inches thick, were loosened.

"*Fourth discharge.*—The ball struck two feet from the water line full against a rib, lodged in it, broke it, threw off a plank on the outside, and cast loose five planks of the ceiling, (vaigrage,) etc.

"*Fifth discharge.*—The ball struck three feet and six inches from the water line, broke the frame, loosened three planks of the great wale for a distance of two feet, and four planks of the ceiling.

"*Sixth discharge.*—The ball passed between two timbers, at three and a half feet from the water line.

"The first and third shots missed the butt."

[*Vide Memoire des Officiers d'Artillerie, page 474, 5me edition.*

"All the naval men present certified that the breaches thus made were of such a nature that they could not be plugged during an engagement; and, that one of them would be sufficient to sink a ship of the line almost immediately, if it took place at the load water line, or below it."

REMINISCENCES OF THE AMERICAN REVOLUTION.

NO. I.

"In the month of June, [1776,] the Yankee Hero, of fourteen guns, commanded by Captain Tracey, was overtaken and brought to action by the British frigate Lively, of twenty-eight guns. The resistance of the Yankee Hero was spirited and obstinate. The engagement had continued for more than an hour, before the Lively succeeded in capturing her."

[*Clark's Naval History of the United States*, Vol. II, p. 33.]

The engagement, thus briefly noticed, was between the brig Yankee Hero, of twelve guns, Captain James Tracey, and the frigate Milford, of twenty-eight guns, Captain John Burr, commander. It occurred on the 7th of June, 1776, near Cape Ann, and lasted more than an hour and a half. At the commencement of the fight, the whole crew of the Yankee Hero numbered but forty men, officers included; and when the vessel was surrendered, only *twenty-three* of them, fit for duty, were left to contend against the *twenty-eight* guns of the enemy. These facts will appear from the following interesting narrative of this "bold action and well conducted," which was written at the time.

Captain James Tracey sailed from Newburyport the seventh of June, 1776, in the Yankee Hero, for Boston, with twenty-six men only, including officers; this number was not a quarter of his complement; he was provisioned for a six months cruise, and was to take in the remainder of his men at Boston. The afternoon he went out, going round Cape Ann, he observed a sail in the offing, but in his situation did not think of looking after her.

Two boats full manned, with their muskets, who had put out after the sail, came on board, and informed him a number of transports had been close in with the Cape that day; fourteen men from the two boats joined him, and sent their boats on shore. He had now forty hands in the whole, (only a third of his complement;) with these he put away for the sail, which bore east-southeast about five leagues distance, the wind being then westerly; at six miles distance they perceived her to be a ship, and soon from her managment, to be a ship of war. As a contest with her must have been very unequal, Captain Tracey, who intended to make a harbor that night, ordered the brig to be put about for the shore, not then suspecting the ship could come up with him; but he had not tacked ten minutes before the westerly wind died away, and the ship taking a fresh southerly breeze came fast in, endeavoring to cut the brig off from the shore.

After some time, the ship thus getting in the wake of the brig, the wind came again fresh from the westward, upon which the brig hauled in the best angle for the shore. The ship gave chase, and in an hour came up within half a mile, and began to fire her bow-chasers, which the brig only answered with a swivel, Captain

Tracey reserving his whole fire until the ship, keeping a constant fire, came up within pistol shot on his lee quarter, when the brig gave her the best return they could make from their main and quarter-deck guns, swivels and small arms, and after then kept up a constant fire. The ship was soon up alongside; and with twelve nine-pounders of a side, upon one deck, besides fore-castle and quarter-deck guns, and her marines overlooking the brig as high as her leading-blocks, kept a continual fire. After some time the ship hauled her wind so close, which obliged the brig to do the same, that Captain Tracey was unable to fight his lee guns; upon this he backed under her stern; but the ship, which sailed much faster, and worked as quick, had the advantage, and brought her broadside again upon him, which he could not evade; and in this manner they lay not a hundred feet from each other, yawing to and fro, for an hour and twenty minutes, the privateer's men valiantly maintaining their quarters against such a superior force. About this time, the ship's foremost guns beginning to slack fire, Captain Tracey tacked under her stern, and when clear of the smoke and fire, perceived his rigging to be most shockingly cut, yards flying about without braces, some of his principal sails shot to rags, and half his men, to appearance, dying and wounded. Mr. Main, his first lieutenant, was amongst the first wounded; and Mr. Davis, one of the prizemasters, fell in the last attack. In this situation they went to work to refit the rigging, and to carry the wounded below, the ship having taken a broader sheer some way off, and none of her guns bearing; but before they could get the yards to rights, which they zealously tried for, in hopes still to get clear of the ship, as they were now nearer in shore, or to part from her under the night, she again came up, and renewed the attack, which obliged Captain Tracey to have recourse to his guns again, though he still kept some of his hands aloft to his rigging. But before the brig had again fired two broadsides, Captain Tracey received a wound in his right thigh, and in a few minutes he could not stand; he laid himself over the arm-chest, and barricadoe, determined to keep up the fire, but in a short time from pain and loss of blood he was unable to command; growing faint, they helped him below; as soon as he came to, he found his firing had ceased, and his people round him wounded, and, not having a surgeon with them, in a most distressed situation, most of them groaning, and some expiring.

Struck severely with such a spectacle, Captain Tracey ordered his people to take him up in a chair upon the quarter-deck, and resolved again to attack the ship, which was all this time keeping up her fire; but after again getting into the air, he was again so faint that he was for some time unable to speak; and finding no alternative but they must be taken or sunk, for the sake of the brave men that remained, he ordered them to strike to the ship.

Thus was this action maintained upwards of two hours, in a low single-decked vessel, with not half the metal the ship had, against an English frigate, whose navy has been the dread of nations, and

by a quarter of the number of the people in the one as the other; yet the victors exulted as though they had overcome a force as much superior as this was inferior to them. The brig had four men killed and thirteen wounded, including officers; the number wounded in the Milford is not known, though there were some.

With justice to Captain Burr, of the Milford, it must be acknowledged he treated with humanity and politeness the officers and men that were wounded; but, to the eternal disgrace of Britain, and the present King and Parliament, let it be recorded, that in this very action above related, upwards of thirty Americans (prisoners in the Milford,) were forced, at the forfeit of their lives, to fight against their countrymen; and the officers and men of the Yankee Hero, that were not wounded, are now [August 9, 1776,] detained in several of their ships, and may meet with the same cruel fate; an exaction that even savages have not been known to require. It is to the credit of the Hero's men, that not one would enter upon the ship's books, though not only urged by every persuasion, but by threats.

The following is a copy of the commission of Captain Tracey, appointing him to the command of the Yankee Hero.

"COLONY OF THE } The major part of the Council of the Massachu-
MASSACHUSETTS BAY. } setts Bay, in New England.

To James Tracey, Gentleman, greeting:

"Whereas James Tracey, Jonathan Jackson, Nathaniel Tracey, John Tracey, and Joseph Lee, merchants, have at their own expense fixed out and equipped for the defence of America, a vessel called the Yankee Hero, burthen about one hundred and twenty tons, and have recommended you as a suitable person to be commander thereof, we have thought fit to commission you for the purpose aforesaid, and do accordingly by these presents give you, the said James Tracey, full power, with such other persons as you shall engage to your assistance, to sail in the said vessel on the seas, attack, take, and bring into any port in this colony all armed and other vessels which shall be found making unlawful invasions, attacks or depredations, on the sea-coasts or navigation of any part of America; or improved in supplying the fleet and army, which have been or shall at any time be, employed against the United Colonies, or employed by the enemies of America in any respect whatsoever; and also all vessels whose masters or supercargoes shall have had designs of carrying supplies of any kind to the enemy, or that shall be returning from the enemy after having carried such supplies, that such proceedings may be had thereon as are required by a law of this colony, entitled, 'An act for encouraging the fixing out of armed vessels to defend the sea-coast of America, and for erecting a court to try and condemn all vessels that shall be found infesting the same:' and you are hereby directed in all your proceedings to govern yourself by the said act.

"Given under our hands, and the seal of the said Colony, at Watertown, the twentieth day of February, in the sixteenth year of the reign of his Majesty King George the Third.

"By their honors' command:

PEREZ MORTON, *D. Sec.*

B. GREENLEAF,	JED. FORSTER,	MOSES GILL,
W. SPOONER,	ELDAD TAYLOR,	JABEZ FISHER,
CALEB CUSHING,	B. LINCOLN,	B. WHITE,
T. CUSHING,	MICHAEL FARLEY,	S. HOLTON,
JOHN WHITECOMB,	J. PALMER,	JOHN TAYLOR."

A SAILOR'S LETTER.

The following letter was found among the papers of a deceased Commodore of our Navy. The account which it gives of the condition and treatment of the crew of the Philadelphia in Tripoli is doubtless exaggerated; but as it contains some interesting details, given in a highly characteristic style, it may not be unworthy a place in one of your valuable publications. B.

TRIPOLY PRISON Nov. 7th 1804.

Commander and chief of the U. S. Forces up the Mediterranean.

Sir—We have now embrac'd the opportunity that shows itself favorable with a Desirous expectation of these few Lines reaching to your honour to Inform you of our Distress'd situation Laying to the mercy of those barbarous Tyranical savages. Capt'n Bainbridge and all our officers have been close confin'd in the castle from the time the frigate was burnt till this Present time and is Likely to remain so. They have all had but a middling state of health with trouble and hard usage especially when Commodore Pribble was engaging the place—as for our part they stript us to the skin when they boarded us first beat us and used us Tyrannically they send us to work every morning rain or shine some Like horses in the cart some carrying Large stones some plaistering and repairing the forts and the castle others transporting the Guns that came out of the frigate about the town but they almost all bursted and render'd but of little use to them, seven or eight savages to every 20 or 30 Men with Large sticks to beat us along and very often no bread nor oil for 2, 3 & 4 Days they almost starved us till we petition'd to Capt Bainbridge to know if he would allow us a Little more subsistence than the turks allowd us which the allowance was two small black loaves & a 1-2 gill of Oil we got the grant of a white Loaf & fresh meat twice a week which we was all satisfied with that; we had it for two months then the meat was stopt, and if we are stinted with provisions we are Not stinted for the want of work as for health we cannot complain we Lost only 5 men since we have been in tripoly; I shall let you know the situation of the place, in the first place the soldiers is all gone in the country Deserted for the want of Provisions the artillery men where one will fight 20 will run and they have got no knowledge in the regard of working great guns nor small arms ten thousand of our soldiers would Drive the bunch of them to hell, When Commre Pribble was off here every Dust 3 or 4 guns bursted and a great Number of men kill'd there was 14 men brought in by the turks we supposed them to have been blown up in the Ketch among them two officers which we put them under Ground as Decent as we was allow'd and if there is an attack Made on the place it will be of no use without a few men ashore to keep them in the town for they are Determin'd when the fleet comes off here again they will march us back in the country. There is 5* turks that was former-

ly christians that are worse to us than the turks. But I hope when we get released wee'll have the pleasure of stretching their Necks a little Longer we keep our spirits up as well as we can with an expectation of seeing the Commodore this winter as far as we can learn the bashaw will come on reasonable terms with any other Commodore except Commodore Pribble. Capt'n Bainbridge has got no opportunity of speaking to any of us Nor of writing to you about any affairs of the country. But if there should be any vessel coming here from Malta and any message to send Let them keep up private and Deliver it to one of us & we will forward it by some means to the Capt'n I have nothing more to relate at Present But

Hope to be in a short time Free Men
To The U states

The Philadelphias Crew.

* In allusion to five of the crew of the Philadelphia, who adopted the Mahometan religion.

OUR SCHIPPER'S NAVARCHY.

[FROM A LOG BOOK OF THE NINETEENTH CENTURY.]

In the month of July 182—, we took our departure from that harbor, indisputably the most magnificent in the known world, bound to the land of our fathers. We had been absent from the United States but a few months, still we were never more anxious to reach the "Monumental City." Our first visit to the schooner, in which we were to be transported a distance upwards of six thousand miles, excited in our mind no very enviable expectations. A compliance with an invitation to descend into the cabin of any vessel is called "walking below;" but oh, misery! our *modus operandi* on board of the ———n is never to be forgotten. It was any thing but "the act of moving on the feet with a slow pace." Ingress was intimated, it is true, by a very short ladder of three rundles, which ascended from the cabin in a line parallel to the mainmast; yet it was decided unanimously, ere we had long been an attaché to the craft, that the only judicious way in which to walk below, was to descend by the power of gravity alone.

On a close examination, we ascertained that the apartment we should occupy, comprised a space of about four square feet of deck, and that two berths, and a board suspended to the bulkhead by a pair of hinges, (which, though used for a table, was, we guessed, from a peep into the cook's department, aided by a previous thorough acquaintance with the extent of the captain's stock of eatables, to bear no witness to the falling of crumbs during the projected passage,) constituted the sum total of prospective accommodations,

Hem! exclaimed we, what is the alternative? Commit our precious self to this vessel, or ————? Uninviting as she is, we look upon *any* existence as preferable to the one we have, at length, probably escaped. Go back to the H———? Never!

We will here mention that some dozen or more worn-out and disabled seamen were about returning home under our charge, on sick tickets. To the end that they should suffer as little as possible in the accomplishment of the voyage, a liberal supply of medicines, understood by us to be decidedly anti-*all* "the ills which flesh is heir to," were placed in our hands. The breeze, now rapidly wafting us from a scene of tyrannies and oppressions, served to strengthen us in the belief that Pandora's box might be opened, but in vain, among our *able-bodied* charge. We were willing to presume that our physic and our judgment, if not separately, would, when combined, prove infallible. From this time forward, until a certain event occurred to check us, we paced the deck with an air of independence, apposite only to a Machaon or a Podalirius—to none, unless the most distinguished disciple of Æsculapius himself.

But the glorious uncertainty, not of the law in this instance, but of human enjoyment! Among the invalids, to whom reference has been made, was a young man, apparently of about twenty years of age. We remember distinctly speculating as to his probable oldness, on the occasion we are about to describe, for we have always heard that practitioners greatly regard age, habit of body, etc., before making their prescriptions; and this poor fellow was too weak himself to communicate the desired information. We have stated that the means of mitigating disease were in our possession. Each medicine was accompanied (justice to the living requires we should say it) with general directions, of the character of which, the following will convey an idea:

"For———"

CASE—"Lumbricus Intestinorum."

A teaspoon full morning and evening. If the symptoms are very bad, [which we construed to mean, if the patient suffers more than usual] give an extra dose."

It would seem as if this was too plain to be mistaken. Accordingly we rejoiced on being summoned one evening to attend the individual to whom it had relation, and whom we found suffering most violently, because we fancied many manifestations of gratitude on the part of the patient when he should realise the assuaging effects of the extra spoonfull we might find it necessary to administer. As his pain was in no wise alleviated, we continued in faithful obedience to the prescription, and had totally neglected to "let our moderation be known to *all* men," when, suddenly, we determined to hold a consultation with a shipmate. Between us, it was decided unanimously, that the case would not succumb to *human* skill; and, therefore, we very prudently, (we have since thought) yet reluctantly, concluded to abandon the patient to his fate.

Having been brought up in the school of harsh measures ourselves, and with impressions indelibly fixed upon us by being recent sufferers from discipline most strict, we could not conscientiously bear the possibility of a future thought that we had neglected our duty. This, it is hoped, will satisfactorily explain why we acted exactly as we have described. All hands, thank Heaven, lived to reach home, and we had the pleasure, so soon as we landed, of delivering our charge over to the proper authority, much less the worse for "wear and tear" than may be supposed.

We have heretofore omitted to mention, that among our fellow-passengers in this schooner, (to our description of which we have nothing to add, farther than that she was American, and commanded by a Dutchman, so far as nativity distinguishes—and every one knows that nativity distinguishes a Dutchman *pretty especially*,) was an individual who had been somewhat of a *tar* in his day, and whose knowledge yet extended beyond the simple "how to knot a rope yarn." Our chief officer was a self-taught young man, about twenty-two years old; a Baltimorean. He possessed all the characteristics of a Yankee; was inventive, enterprising and industrious. The best instrument on board the ——n was a poor sextant, a miserably poor one, and the facilities he enjoyed for putting into practice all his theory of navigation were, consequently, small. Nevertheless, he had found out how to "work a lunar," and occasionally he did it.

One day, after he had ascertained by his reckoning that we were near land, although the master had no idea of such a thing, and neither expected or intended to see any of that element before the capes of Virginia, he reported the fact while all were at the dinner table below. In a most violent passion our schipper scientifically d——d the unoffending mate for a fool, that he should dare to talk to him about his lunar, and ordered, officially, that he should presume to say nothing more to him about such nonsense during the rest of the voyage.

It so happened that this officer had the mid watch on the night of the same day when this imprecation of evil had been bestowed by Mynheer, and without consulting any one, unless, perhaps, a passenger or two, he changed the course of the vessel. No doubt, to this fact alone, may we attribute our escape from shipwreck, and the public all the vast interest we think they cannot fail to derive from a perusal of our present narrative.

The following noon, as Mynheer (who had not yet discovered the course we steered, and would not, probably, so long as his Hollands remained true to him,) was sweeping the horizon with his glass, a sail was descried standing towards us. He insisted that he must avoid the stranger, for, said he, *I know* she is a pirate, and in proof of my knowledge on this point, I will read an extract from a Baltimore newspaper of the year before the last, containing an account of a shocking piracy committed within a very few miles of my present position, according to my reckoning, *errors excepted*. All simultaneously protested against an attempt at escape, and he

soon spoke the *Columbus*, a fine vessel, of about the burthen of the ——n, from the "City of Brotherly Love," if we rightly recollect, bound to St. Thomas. "Where are you from? where bound? and what schooner is that?—the usual questions in such cases, were promptly put and responded to.

"Your longitude?" inquired the stranger, just as we were about to fill away and proceed onward.

"H——l and d——n," exclaimed the schipper, addressing himself, as he turned with an indescribable look, to the passengers; "that's a fool's question, that: what does the fellow mean?"

In less time than we have occupied with the recital, "what—is—your—longitude?" was again roared from the deck of the *Columbus*.

"Dunder and blixen, which in English means toonder and lixening, gentlemen, as I was learnt when at school in Hamburgh, just thirty years ago," he vociferated—"sixty-one, twenty-two, west—blast the dunce."

"Fifty-one, twenty-two—do you say?"

"No! Now you know I don't mean to say any such thing;—*sixty-one—twenty-two—west—from—Greenwich.*"

"Wrong, sir; you are wrong. Mine is *sixty-four, fifty-five*, and you may depend on *sixty-three, thirty*;" and the vessels were out of each other's hearing.

"Ha, ha, ha!" cried out a voice, which was instantly recognised. "Captain R——, that's a great fellow, that; and shiver my mizen if he don't carry a chronometer too! Why, his longitude and mine are about as near alike as the figure one, and what you must add to that figure to make two. D'ye understand? He's an old cruiser, captain, *I know.*"

"Old cruiser, really! Old grannam, old fool—d——d ass, you'd better say," rejoined the master. "Never mind, if he runs by that reckoning, he'll fare worse than the underwriters—that's all. But you dandy sailors are a going to teach us old heroes, I hear. Well, I've been to sea—now let's see, yes, twenty-five years the twenty-second day of next October, and I never lost so much as a spar, and them there chronometers you youngers tell of can't do that.—Another thing I've heard you dandies mention, is this business of the earth—how it is not round!"

"Ah!" said our *compagnon de voyage*, "Captain, but *you* are wrong *there*, too. Don't you know the earth is not round?"

"None of your quizzing now Mr. ——. Talk to me about any thing else—chronometers—lunars—anything, but don't tell me the earth is *not* round?"

"But, captain, coolly now, it is not. You"—

"What! the earth not round? Well, now you see it is: *I know* it is. Did I not go to school in Hamburgh, and did I not go to the best scholar there, and did not he, my schoolmaster, in that dear spot, O! Hamburgh! learn me that the earth *is* round, and have not I been to sea—now let's see, yes—twenty-five years the twenty-second day of next October, and never lost so much as a spar,

and can them there calculations which you make on the earth *not* being round, do that? I always calculate the earth is round—round as can be, and it must have been so—to meet my calculations!”

“But, captain, don't you know we are told that the earth is an *oblate spheroid*?”

“Is what! how? No. But—”

His philosophical reasoning was here interrupted by an accident, far more horrific to his passengers as well as to himself, than would have been the loss of many spars. One of but three young swine, which, in the unexampled plenitude of his munificence, he had laid in as sea stores for a voyage of forty-five days, was overboard! I need not repeat that this was of importance paramount to all else. To have saved his pig, comprising, according to his *mathematical* ratiocination, fifteen days food for five hale bodies, he would cheerfully have admitted, even that the earth was *square*.—Alas! fate immoveable had decreed otherwise. Reader, pity his passengers at that hour: Pardon us for digressing to assure you they were objects of commiseration. Yet did the schipper of the little craft all that human power could in such a predicament. He seized a basket and, half filling it with corn, the next moment was shaking it over the stern of the schooner, and chanting ‘*pig, pig, poor pig,*’ at the height of the human voice. In truth, himself did make

—————“a viler noise than swine,
In windy weather, when they whine.”

But the ———n was sailing at the rate of about six miles the hour, and the grain (the reverse could hardly have been expected) failed to save the animal; a quadruped of the genus *sus* was lost! The Atlantic became a *swine-cote*.

Of course, all shared in the grief of the occasion. Mynheer, however, was weighed down with sorrow, and left the deck, repeating —“have I not been to sea—now, let's see, yes—twenty-five years the twenty-second day of next October, and never lost so much as a spar, till to-day, *when I lost my poor pig*? But them there calculations which the mate makes on the earth being *not exactly* round, can't save a pig.”

Not another word, except when on duty, did we hear him utter during the rest of the voyage.

Suffice it to say, we made Cape Henry just three days sooner than by the schipper's reckoning, we ought to have done, and thereby was again demonstrated the fact of our being indebted to the chief officer for our safety.

Whether, or not, his calculations were based on the shape of the earth, we do not see fit to say, preferring that every one should decide for himself as to the probability.

THE TIDES.

We have been furnished with a copy of instructions and forms, lately adopted by the admiralty of Great Britain, for making observations upon the tides, in the month of June, 1835. It is stated that measures have been taken to obtain observations at four hundred and ninety-four stations upon the coasts of Great Britain, and that requests have been made to the Governments of several countries, and among others to that of the United States, to aid the cause of science by obtaining observations at different points of their respective coasts.

With this request, it is understood, our Government will comply to a certain extent; but as it is desirable that the observations should be multiplied as far as practicable, the instructions and forms are published in this number, under a hope that many officers of the navy and army, and others who have opportunity and leisure, may be induced to give their attention to the subject.

Persons who may be thus disposed, are requested to forward the result of their observations, as soon as convenient, *in duplicate*, to either of the Secretaries, of the Navy, War, or Treasury Departments.

"The Lords Commissioners of the Admiralty have directed that a series of Tidal observations shall be simultaneously made at various places on the coast of Great Britain and Ireland, for twenty successive days; namely: from June 9th to June 28th, inclusive, of the present year. The object of these observations is, to ascertain the precise times of high and low water at each place; and, also, to determine the comparative rise and fall of the tide at the various periods of the moon's age, as well as at the corresponding intervals of the morning and evening tides.

"For this purpose the *times* of high and low water, but especially of the former, and their *heights*, in feet and inches, above or below some fixed mark, are to be accurately observed at each station, every day and night during the above mentioned period, and duly entered in the accompanying blank form. The general results of these observations will be published along with the names of the officers by whom they have been superintended.

"The time noted should not be the apparent solar time, but the mean time, as shown by the best clock or watch that can be procured: how such clock or watch may have been regulated, and how far it may be depended on for its accuracy, is to be stated with the observations.

"If any opportunity should occur for comparing your time with that of the adjoining stations, the difference at each comparison should be stated in the report.

"All the means which local circumstances will allow should be adopted, in order to avoid the uncertainty in the time of high water arising from the undulation of the sea; for instance, the most sheltered spot may be selected, or a pole may be placed clear of the surf, so that the mean height between the summit and base of the undulations may be observed; or, in certain situations, an upright tube or barrel, which will admit the water through small apertures in the bottom, may be so fixed that the height of the water may be observed by means of a light float within the tube.

"The instant which should be taken as the time of high water, is the instant just preceding that at which the water begins to fall; and the instant of low water, in like manner, is the instant preceding that at which the water begins to rise.

"In a few places the tides will be found to rise and fall more than once in the half day. The moment when they do so begin to rise or fall, each time, and also the heights to which they attain or descend, should be particularly noticed.

"In each fortnight there will be one half day on which there can be no high water, or else no low water.

ADMIRALTY, March 2, 1835.

*Observation of Tides, made at
Time regulated by*
Height measured on*

1835.	HIGH WATER.		LOW WATER.		WIND.		Weather.	OFFICER'S SIGNATURE. }
	Time.	Height.	Time.	Height.	Quarter.	Force.		Remarks, &c., on the tides.
June—	H.M.	F. I.	H.M.	F. I.				
9, A. M.								
P. M.								
10, A. M.								
P. M.								
11, A. M.								
P. M.								
12, A. M.								
P. M.								
13, A. M.								
P. M.								
14, A. M.								
P. M.								
15, A. M.								
P. M.								
16, A. M.								
P. M.								
17, A. M.								
P. M.								
18, A. M.								
P. M.								
19, A. M.								
P. M.								
20, A. M.								
P. M.								
21, A. M.								
P. M.								
22, A. M.								
P. M.								
23, A. M.								
P. M.								
24, A. M.								
P. M.								
25, A. M.								
P. M.								
26, A. M.								
P. M.								
27, A. M.								
P. M.								
28, A. M.								
P. M.								

* State the clock or other means by which your watch may have been compared.

REVOLUTIONARY TIMES.

MR. EDITOR: Believing that much matter of a very interesting nature is contained in the Journals of the Old Congress, I have devoted some leisure moments to making a few extracts from them, (as published,) which I submit for insertion in the Magazine.

I doubt not there are many persons in the army, navy, and the militia, of our country, to whom the record of the proceedings of the Congress is familiar, and to whom, consequently, any extracts which I can, or may make, would be but a repetition of what they already know; but I am inclined to think there are many who are unacquainted with the details of the doings of that body, composed of men who should stand preeminent in the annals of the Republic, and whose patriotism ought to be engraved on the memories of all who appreciate the liberty and blessings which we enjoy.

The first notice, on the Journals, of troops being specifically directed, by the Congress, to be raised, is in the proceedings of June 14, 1775.

General Washington was the first military officer elected, or chosen, *by name*, by the Congress.

The rules and regulations for the government of the army, being one of the extracts now sent, are added as a supplement to the compilation of military laws by Major Trueman Cross, and of which he speaks thus: "The insertion of the matter comprised in this supplement, is rather a departure from the original design; which was, to embrace such only, of the resolutions of the Old Congress, as are referred to and recognized by the laws passed under the Constitution. It was thought, however, that as these show the origin of our present rules and articles of war, and mark an important event in our history, they might be acceptable, if not useful, to the inquiring reader." Major Cross's compilation, of course, conveys to those who have it, much of what I have extracted on the present occasion from the Journals, but that book is in the hands of, comparatively, few persons.

I will hereafter furnish you with other extracts, as occasion may permit, provided it be agreeable to you to insert them, and their insertion be taken in good part by those for whose information they are intended. H.

THURSDAY, May 18, 1775.

"The President laid before the Congress, some important intelligence he received last night, by express, relative to the surprising and taking of Ticonderoga, by a detachment from Massachusetts Bay and Connecticut, which was read.

"Upon motion, *Agreed*, That Mr. Brown, who brought the express, be called in: After he withdrew, the Congress, taking into consideration the letters and intelligence communicated to them,

"*Resolved*, Whereas there is indubitable evidence, that a design is formed by the British ministry, of making a cruel invasion from the Province of Quebec, upon these Colonies, for the purpose of destroying our lives and liberties, and some steps have actually

been taken to carry the said design into execution; and, whereas, several inhabitants of the northern colonies, residing in the vicinity of Ticonderoga, and immediately exposed to incursions, impelled by a just regard for the defence and preservation of themselves and their countrymen from such imminent dangers and calamities, have taken possession of that post, in which was lodged a quantity of cannon and military stores, that would certainly have been used in the intended invasion of these Colonies; this Congress earnestly recommend it to the committees of the cities and counties of New York and Albany, immediately to cause the said cannon and stores to be removed from Ticonderoga to the south end of Lake George; and, if necessary, to apply to the Colonies of New Hampshire, Massachusetts, and Connecticut, for such an additional body of forces as will be sufficient to establish a strong post at that place, and effectually to secure said cannon and stores, or so many of them as it may be judged proper to keep there. And that an exact inventory be taken of all such cannon and stores, in order that they may be safely returned, when the restoration of the former harmony between Great Britain and these Colonies, so ardently wished for by the latter, shall render it prudent, and consistent with the overruling law of self-preservation."

SATURDAY, *May 27, 1775.*

"Upon motion, *Agreed*, That Mr. Washington, Mr. Schuyler, Mr. Mifflin, Mr. Deane, Mr. Morris, and Mr. S. Adams, be a committee, to consider on ways and means to supply these Colonies with ammunition and military stores."

MONDAY, *May 29, 1775.*

"As the present critical situation of the Colonies renders it highly necessary that ways and means should be devised for the speedy and secure conveyance of intelligence from one end of the continent to the other,

"*Resolved*, That Mr. Franklin, Mr. Lynch, Mr. Lee, Mr. Willing, Mr. S. Adams, and Mr. P. Livingston, be a committee to consider the best means of establishing post for conveying letters and intelligence through this continent."

TUESDAY, *May 30, 1775.*

"A letter from Colonel Arnold, dated Crown Point, May 23, 1775, was laid before the Congress, informing that he had certain intelligence, that 'on the 19th there were then four hundred regulars at St. John's, making all possible preparation to cross the Lake, and expected to be joined by a number of Indians, with a design of retaking Crown Point and Ticonderoga,' and earnestly calling for a reinforcement and supplies. This letter being taken into consideration,

"*Resolved*, That the Governor of Connecticut be requested immediately to send a strong reinforcement to the garrisons of Crown Point and Ticonderoga, and that so many of the cannon and other

stores be retained, as may be necessary for the immediate defence of those posts, until further order from this Congress, and that the Provincial Convention of New York be informed of this resolve, and desired to furnish those troops with provisions and other necessary stores, and to take effectual care that a sufficient number of batteaux be immediately provided for the lakes.

“Ordered, That the above resolve be immediately transmitted in a letter by the President, to Governor Trumbull, and the Convention at New York.

“Ordered, That the President in his letter acquaint Governor Trumbull, that it is the desire of Congress, that he should appoint a person, in whom he can confide, to command the forces at Crown Point and Ticonderoga.”

THURSDAY, June 1, 1775.

“The committee appointed to consider ways and means to supply these Colonies with ammunition and military stores, brought in their report, which was read, and referred to the Committee of the Whole.

“Upon motion, *Resolved,* That it be recommended to the Government of Connecticut, or the General of the forces of that Colony, to appoint commissaries to receive at Albany and forward the supplies of provisions, for the forces on Lake Champlain, from the Provincial Convention of New York, and that the said Convention use their utmost endeavors in facilitating and aiding the transportation thereof, from thence to where the said commissaries may direct.

“As this Congress has nothing more in view than the defence of these Colonies,

“Resolved, That no expedition or incursion ought to be undertaken or made, by any Colony, or body of colonists, against or into Canada; and that this resolve be immediately transmitted to the commander of the forces at Ticonderoga.

“Ordered, That the above resolve be translated into the French language, and transmitted, with a letter, to the inhabitants of Canada.

“Ordered, That the President transmit a copy of the above to New York, and the other Colonies bordering on Canada.”

FRIDAY, June 2, 1775.

“The President laid before the Congress a letter from the Provincial Convention of Massachusetts Bay, dated May 16, which was read, setting forth the difficulties they labor under for want of a regular form of government, and as they and the other Colonies are now compelled to raise an army to defend themselves from the butcheries and devastations of their implacable enemies, which renders it still more necessary to have a regular established government, requesting the Congress to favor them with ‘explicit advice respecting the taking up and exercising the powers of civil government,’ and declaring their readiness to ‘submit to such a general plan as the Congress may direct for the Colonies, or make it their

great study to establish such a form of government there, as shall not only promote their advantage, but the union and interest of all America.'

"*Ordered*, To lie on the table for farther consideration."

SATURDAY, *June 3, 1775.*

"The letter from the Convention of Massachusetts, dated the 16th May, being again read,

"*Resolved*, That a committee of five persons be chosen to consider the same, and report what in their opinion is the proper advice to be given to that Convention.

"The following persons were chosen by ballot, to compose that committee, viz. Mr. Rutledge, Mr. Johnson, Mr. Jay, Mr. Wilson, and Mr. Lee."

WEDNESDAY, *June 7, 1775.*

"The committee appointed to prepare advice in answer to the letter from the Convention of Massachusetts Bay, brought in their report, which was read, and ordered to lie on the table for consideration."

FRIDAY, *June 9, 1775.*

"The report of the committee, on the letter from the Convention of Massachusetts Bay, being again read, the Congress came to the following resolution:

"*Resolved*, That no obedience being due to the act of Parliament for altering the charter of the Colony of Massachusetts Bay, not to a Governor, or a Lieutenant Governor, who will not observe the directions of, but endeavor to subvert that charter, the Governor and Lieutenant Governor of that Colony are to be considered as absent, and their offices vacant; and as there is no council there, and the inconveniences, arising from the suspension of the powers of government, are intolerable, especially at a time when General Gage hath actually levied war, and is carrying on hostilities, against his Majesty's peaceable and loyal subjects of that Colony; that, in order to conform, as near as may be, to the spirit and substance of the charter, it be recommended to the Provincial Convention, to write letters to the inhabitants of the several places, which are entitled to representation in assembly, requesting them to choose such representatives, and that the assembly, when chosen, do elect councillors; and that such assembly, or council, exercise the powers of government, until a Governor, of his Majesty's appointment, will consent to govern the Colony according to its charter.

"*Ordered*, That the President transmit a copy of the above to the Convention of Massachusetts Bay."

SATURDAY, *June 10, 1775.*

"Sundry letters, from Massachusetts Bay, Ticonderoga, Crown Point, &c., being laid before the Congress, were read; and the same being taken into consideration, the Congress came to the following resolutions:

"*Resolved*, That it be recommended to the several towns and districts in the colonies of Massachusetts Bay, New Hampshire, Rhode Island, and Providence Plantations, Connecticut, New York, and the eastern division of New Jersey, to collect all the saltpetre and brimstone in their several towns and districts, and transmit the same, with all possible despatch, to the Provincial Convention at New York.

"That it be recommended to the Provincial Convention of the colony of New York, to have the powder-mills, in that colony, put into such a condition as immediately to manufacture, into gunpowder, for the use of the continent, whatever materials may be procured in the manner above directed.

"That it be recommended to the committees of the western division of New Jersey, the colonies of Pennsylvania, lower counties on Delaware and Maryland, that they, without delay, collect the saltpetre and sulphur in their respective colonies, and transmit the same for the committee of the city and liberties of Philadelphia; to the end, that those articles may be immediately manufactured into gunpowder, for the use of the continent.

"That it be recommended to the conventions and committees of the colonies of Virginia, North Carolina and South Carolina, that they, without delay, collect the saltpetre and sulphur in their respective colonies, and procure these articles to be manufactured, as soon as possible, into gunpowder, for the use of the continent.

"That it be recommended to the several inhabitants of the United Colonies, who are possessed of saltpetre and sulphur, for their own use, to dispose of them for the purpose of manufacturing gunpowder.

"That the saltpetre and sulphur collected in consequence of the above resolves of Congress, be paid for out of the continental fund.

"That Mr. Paine, Mr. Lee, Mr. Franklin, Mr. Schuyler, and Mr. Johnson, be a committee to devise ways and means to introduce the manufacture of saltpetre in these colonies."

WEDNESDAY, June 14, 1775.

"Agreeable to the standing order of the day, the Congress resolved itself into a Committee of the Whole, to take into consideration the state of America; and after some time spent thereon, the President resumed the chair, and Mr. Ward reported, that the committee had come to certain resolutions, which he was ordered to report; but not having come to a conclusion, they desired him to move for leave to sit again.

"The resolutions being read, were agreed to as follows:

"*Resolved*, That six companies of expert riflemen be immediately raised in Pennsylvania, two in Maryland, and two in Virginia; that each company consist of a captain, three lieutenants, four sergeants, four corporals, a drummer or trumpeter, and sixty-eight privates.

"That each company, as soon as completed, march and join the army near Boston, to be there employed as light infantry, under the command of the chief officer in that army.

"That the pay of the officers and privates be as follows, viz. a captain, twenty dollars per month; a lieutenant, thirteen dollars and one-third of a dollar per month; a sergeant, eight dollars per month; a corporal, seven dollars and one-third of a dollar per month; a drummer or trumpeter the same; privates, six dollars and two-thirds of a dollar per month; to find their own arms and clothes.

"That the form of the enlistment be in the following words:

"I have, this day, voluntarily enlisted myself, as a soldier, in the American continental army, for one year, unless sooner discharged: And I do bind myself to conform, in all instances, to such rules and regulations as are, or shall be, established for the government of the said army.

"Upon motion, *Resolved*, That a committee of five be appointed to prepare rules and regulations for the government of the army.

"The following persons were chosen to compose that committee: Mr. Washington, Mr. Schuyler, Mr. Deane, Mr. Cushing, and Mr. Hewes."

THURSDAY, June 15, 1775.

"Agreeable to order, the Congress resolved itself into a Committee of the Whole, and, after some time, the President resumed the chair, and Mr. Ward reported, that the committee had come to some farther resolutions, which he was ordered to report.

"The report of the committee being read and considered,

"*Resolved*, That a General be appointed to command all the continental forces, raised, or to be raised, for the defence of American liberty.

"That five hundred dollars per month, be allowed for the pay and expenses of the General.

"The Congress then proceeded to the choice of a General, by ballot, and George Washington, Esq., was unanimously elected."

FRIDAY, June 16, 1775.

"The President informed Colonel Washington that the Congress had yesterday unanimously made choice of him to be General and Commander-in-Chief of the American forces, and requested he would accept of that employment; to which Colonel Washington, standing in his place, answered—

"MR. PRESIDENT: Though I am truly sensible of the high honor done me, in this appointment, yet I feel great distress, from a consciousness that my abilities and military experience may not be equal to the extensive and important trust. However, as the Congress desire it, I will enter upon the momentous duty, and exert every power I possess in their service, and for the support of the glorious cause. I beg they will accept my most cordial thanks for this distinguished testimony of their approbation.

“But, lest some unlucky event should happen, unfavorable to my reputation, I beg it may be remembered, by every gentleman in the room, that I, this day, declare with the utmost sincerity, I do not think myself equal to the command I am honored with.

“As to pay, Sir, I beg leave to assure the Congress, that, as no pecuniary consideration could have tempted me to accept this arduous employment, at the expense of my domestic ease and happiness, I do not wish to make any profit from it. I will keep an exact account of my expenses. Those, I doubt not, they will discharge, and that is all I desire.’

“*Resolved*, That a committee be appointed to draught a commission and instructions for the General.

“The persons chosen to compose the committee, were Mr. Lee, Mr. E. Rutledge, and Mr. J. Adams.

“The Congress then resumed the consideration of the report from the Committee of the Whole, and came to the following resolutions:

“*Resolved*, That two major generals be appointed for the American army.

“That the pay of each of the major generals be one hundred and sixty-six dollars per month.

“That when any of these act in a separate department, he be allowed, for his pay and expenses, three hundred and thirty-two dollars per month.

“That there be eight brigadiers general.

“That the pay of each of the brigadiers general be one hundred and twenty-five dollars per month.

“That there be one adjutant general.

“That his pay be one hundred and twenty-five dollars per month.

“That there be one commissary general of stores and provisions.

“That his pay be eighty dollars per month.

“That there be one quartermaster general for the grand army, and one deputy, under him, for the separate army.

“That the pay of the quartermaster general be eighty dollars per month, and that of the deputy forty dollars per month.

“That there be one paymaster general, and a deputy under him, for the army in a separate department; that the pay, for the paymaster general himself, be one hundred dollars per month, and for the deputy master, under him, fifty dollars per month.

“That there be one chief engineer at the grand army, and that his pay be sixty dollars per month.

“That two assistants be employed under him, and that the pay of each of them be twenty dollars per month.

“That there be one chief engineer for the army, in a separate department, and two assistants under him; that the pay of the chief engineer be sixty dollars per month, and the pay of the assistants each, twenty dollars per month.

“That there be three aids-de-camp, and that their pay be thirty-three dollars per month, each.

"That there be a secretary to the general, and that his pay be sixty-six dollars per month.

"That there be a secretary to the major general, acting in a separate department; and that his pay be thirty-three dollars per month.

"That there be a commissary of the musters.

"That his pay be forty dollars per month."

SATURDAY, *June 17, 1775.*

"The committee appointed to draught a commission to the General, reported the same, which, being read by paragraphs and debated, was agreed to as follows:

IN CONGRESS.

"The delegates of the United Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the counties of Newcastle, Kent, and Sussex, on Delaware; Maryland, Virginia, North Carolina, and South Carolina,

"*To George Washington, Esq.*

"We, reposing special trust and confidence in your patriotism, valor, conduct, and fidelity, do, by these presents, constitute and appoint you to be General and Commander-in-Chief of the army of the United Colonies, and of all the forces now raised, or to be raised, by them, and of all others who shall voluntarily offer their service, and join the said army for the defence of American liberty, and for repelling every hostile invasion thereof: And you are hereby vested with full power and authority to act as you shall think for the good and welfare of the service.

"And we do hereby strictly charge and require all officers and soldiers, under your command, to be obedient to your orders, and diligent in the exercise of their several duties.

"And we do also enjoin and require you, to be careful in executing the great trust reposed in you, by causing strict discipline and order to be observed in the army, and that the soldiers be duly exercised, and provided with all convenient necessities.

"And you are to regulate your conduct in every respect by the rules and discipline of war, (as herewith given you,) and punctually to observe and follow such orders and directions, from time to time, as you shall receive from this, or a future Congress of these United Colonies, or committee of Congress.

"This commission to continue in force, until revoked by this or a future Congress.

"By order of the Congress.

"*Ordered*, That the same be fairly transcribed, signed by the President, attested by the Secretary, and delivered to the General.

"*Resolved unanimously*, Whereas the delegates of all the colonies, from Nova Scotia to Georgia, in Congress assembled, have unanimously chosen George Washington, Esq., to be General and

Commander-in-Chief of such forces as are, or shall be, raised for the maintenance and preservation of American liberty; this Congress doth now declare, that they will maintain and assist him, and adhere to him, the said George Washington, with their lives and fortunes in the same cause.

"The Congress then proceeded to the choice of the officers in the army, by ballot.

"Artemus Ward, Esq., was chosen First Major General.

"Horatio Gates, Esq., Adjutant General.

"*Resolved*, That Horatio Gates, Esq., now chosen Adjutant General, shall have the rank of Brigadier General.

"Charles Lee, Esq., Second Major General."

MONDAY, June 19, 1775.

"*Ordered*, That Mr. Henry, Mr. Lynch, and Mr. J. Adams, be a committee to wait upon General Lee, and to inform him of his appointment, and request his answer, whether he will accept the command.

"The committee returned and reported, that they had waited on General Lee, and informed him of his appointment, and that he gave for answer; 'That he had the highest sense of the honor conferred upon him by the Congress; that no effort in his power shall be wanting to serve the American cause.'

"*Resolved*, That Mr. Lee, Mr. E. Rutledge, and Mr. J. Adams, be a committee to prepare the form of a commission for the Major Generals, also for the Brigadier Generals, and other officers in the army.

"*Resolved*, That there be four Major Generals.

"The Congress then proceeded to choose the two remaining Major Generals, when Philip Schuyler, Esq., was chosen Third Major General, and Israel Putnam, Esq., was unanimously chosen Fourth Major General.

"The committee appointed to prepare the form of a commission for the Major and Brigadier Generals, reported the same, which being agreed to,

"*Ordered*, That a copy thereof be made out, signed by the President, and attested by the Secretary, for each of the Major Generals and Brigadier Generals.

"*Ordered*, That the Secretary get a number of commissions, with proper blanks, printed for the other officers."

TUESDAY, June 20, 1775.

"The committee appointed to prepare instructions to the General, reported the same; which, being read and debated, were agreed to."

WEDNESDAY, June 21, 1775.

"Mr. Henry informed the Congress, that the General had put into his hand sundry queries, to which he desired the Congress would give an answer.

"The queries being read and debated,

"*Resolved*, That a committee of five be appointed to prepare proper answers.

"The persons chosen were, Mr. Deane, Mr. Henry, Mr. J. Rutledge, Mr. S. Adams, and Mr. Lee.

"On a motion made,

"*Resolved*, That the General be allowed three Aids-de-camp.

"That each of the Major Generals have two Aids-de-camp.

"That their pay be thirty-three dollars per month each."

THURSDAY, June 22, 1775.

"The committee appointed to prepare answers to the General's queries, reported the same; which were read.

"The Congress then came to the following resolutions:

"*Resolved*, That the number of Brigadier Generals be augmented to eight; and the same were chosen by ballot, as follows:

"Seth Pomeroy, Esq., first Brigadier General.

"Richard Montgomery, Esq., second do.

"David Worster, Esq., third do.

"William Heath, Esq., fourth do.

"Joseph Spencer, Esq., fifth do.

"John Thomas, Esq., sixth do.

"John Sullivan, Esq., seventh do.

"Nathaniel Greene, Esq., eighth do.

"*Resolved*, That the troops, including the volunteers, be furnished with camp equipage, and blankets, where necessary, at the continental expense.

"*Resolved*, That the officers now in the army, receive their new commissions through the hands of the General.

"Upon motion made,

"*Resolved*, That the colony of Pennsylvania raise two more companies of riflemen, and that these, with the six before ordered to be by them raised, making eight companies, be formed into a battalion, to be commanded by such field officers, captains and lieutenants, as shall be recommended by the Assembly or Convention of said colony."

FRIDAY, June 23, 1775.

"A letter from Crown Point, dated June 10, was laid before the Congress and read. Information being given, that two officers who brought the letter were at the door, and had some things of importance to communicate,

"*Ordered*, That they be introduced, and they were introduced. After they withdrew, the Congress came to the following resolutions:

"*Resolved*, That it be recommended to the officer commanding in the New York department, to procure, as soon as possible, a list of the men employed in taking and garrisoning Crown Point and Ticonderoga, and keeping possession of the lakes, and also of their disbursements, in order that they may be paid.

"*Resolved*, That their pay be the same as that of the officers and privates in the American army; the highest of the officers not to exceed that of a captain, and that the pay commence the third day of May last, and continue till they are discharged.

"*Resolved*, That it be recommended to the Convention of New York, that they, consulting with General Schuyler, employ in the army to be raised for the defence of America, those called Green Mountain Boys, under such officers as the said Green Mountain Boys shall choose.

"On a motion made,

"*Resolved*, That a committee of five be chosen to draw up a declaration, to be published by General Washington, upon his arrival at the camp before Boston.

"The committee chosen are Mr. J. Rutledge, Mr. W. Livingston, Mr. Franklin, Mr. Jay, and Mr. Johnson."

SATURDAY, June 24, 1775.

"On a motion made, *Resolved*, That a committee of seven be appointed to devise ways and means to put the militia of America in a proper state for the defence of America.

"The members chosen are Mr. Paine, Mr. Harrison, Mr. Sherman, Mr. Hopkins, Mr. Floyd, Mr. Gadsden, and Mr. Dickerson.

"The committee appointed to prepare a declaration to be published by General Washington, upon his arrival at the camp before Boston, brought in their report, which was read and debated, and after some time referred for further consideration till Monday next.

MONDAY, June 26, 1775.

"A letter from General Trumbull was read, and referred to the committee appointed to devise ways and means for introducing the manufacture of salt-petre into these colonies.

"The Congress then resumed the consideration of the declaration, and after some debate,

"*Resolved*, That it be recommitted, and that Mr. Dickerson and Mr. Jefferson be added to the committee."

"*Ordered*, That the President write to Governor Trumbull, and inform him, and also the conventions of New Hampshire and Massachusetts Bay, and the Government of Rhode Island, that the Congress have appointed George Washington, Esq. commander-in-chief of all the forces raised, or to be raised, for the defence of America."

WEDNESDAY, June 28, 1775.

"The committee appointed to prepare a draught of rules and regulations for the government of the army, reported the same, which was read and taken into consideration. And the remainder of the day, and the day following, being spent thereon, adjourned till the next day at nine o'clock.

THE ALLEGHENY ARSENAL.

Pennsylvania can boast of having within her territories, one of the finest arsenals in the Union; probably for neatness and symmetrical arrangement, the handsomest in the world. I mean that extensive military establishment recently named after the beautiful river 'Allegheny,' and more extensively known as the United States Arsenal near Pittsburgh. This ordnance depot occupies a plat of ground, containing thirty-one acres, one rod, thirty-three perches and one hundred and thirty-two feet, from the river above mentioned, to the Philadelphia turnpike road; and entirely surrounded by a handsome, well built wall. The order in which the ground is divided, is as follows:

1st. The lower park, comprising a military store, built of free stone, three stories high; two carriage houses and three timber sheds, with brick pilasters; a river wall of massive stone, containing one thousand seven hundred and twenty perch.

2d. The arsenal yard, a square with the following buildings:—The main arsenal or magazine of arms, three stories, with a pediment or tower one hundred and twenty feet by forty; upon the second floor the arms are arranged in racks, and present to the 'coup d'œil militaire' a splendid sight; it is in fact a military museum. Here are deposited the relics of former times; revolutionary trophies, taken at Saratoga, Yorktown and St. John, present themselves at the entrance, and remind the visiter of Washington, Lafayette, Gates, and other worthies of past days. At the end of the room may be seen a little mortar, with the marks of U. S. Phila, 1793, an intimate friend of 'old Mad Anthony' and a most destructive enemy to the aborigines. The total number of small arms falls not short of seventy-seven thousand. The other buildings are: Officers' quarters, barracks, armory, smithy, carriage shop, machine shop with an engine of twelve horse power, paint shops, lead and brass foundries, tin shop, accoutrement shop and offices. The last named buildings are of brick with shingle roofs. The yard with its gravel pathways and locust trees, is not unlike the garden of the Tuilleries in miniature. In the centre is a cistern or reservoir, intended, with the fire engine, to convey water to any part of the fabric.

3d. The front park presents in view the outside of the main arsenal, with the right and left wings of the commandant's and subaltern's quarters, and is chiefly designed as a grove, to add to the appearance of the 'tout ensemble.' This park is enclosed with iron railings, similar to those around or in front of the President's house at Washington. After crossing the Butler road, it leads us—4th. Into the upper park, surrounded likewise with a permanent wall of stone. In its inclosure are the public stables, (of brick;) three small frame buildings, separated about eighty yards from each

other, denominated as the composition, drawing and preparation rooms, are seen from the road. About two hundred yards in the rear of these buildings is the magazine of powder, designed to contain (environs) one thousand three hundred barrels. The topographical scenery is not surpassed by any west of the Allegheny mountains, and the climate is salubrious and fruitful.

The Allegheny Arsenal was commenced in 1814. The site selected and the greater part of the works erected by Majors Woolly and Wade, late of the army. The remainder of the improvements, filling up an extensive ravine, building timber sheds &c., erecting walls &c., were finished under the superintendence of the senior captain of the present ordnance corps.

There are at present stationed at this post, one Brevet Major, two Lieutenants, one storekeeper, thirty-five enlisted ordnance men, and fourteen citizens employed as mechanics. As an arsenal of construction and of the first class, the situation of the country offers every facility, both as regards the commodities and the mechanical operations; and there is not probably a site which would present more favorable results as an ordnance depot, than the one so judiciously selected by the gentlemen, whose names are above quoted.

ARCHER.

[The preceding article has been delayed some months in expectation that a drawing, or perspective view, of the buildings, would have been furnished to accompany it. We hope to give, in time, a description of all our military posts, and a drawing of such as we can procure.—EDITOR.]

FORT DONLY.

There is no period in modern times abounding with more remarkable events than that of the American Revolution. Through the whole course of the struggle, from beginning to end, but one scene of daring intrepidity and almost miraculous success was presented. Who, that looks back to that little band of patriots, amidst the severest privations, engaged in fighting for liberty against a formidable foe, completely equipped, but is surprised at their perseverance and exhaustless determination to achieve their independence, though surrounded by innumerable discouragements.

There are thousands of anecdotes preserved in the recollection of the few survivors, or in tradition; yet many amusing and instructive ones are lost, and will probably never be handed down to future generations, unless through the pages of a periodical; for history

will never stoop to pick up nor record them. The actors have nearly all gone;—their tales have followed them, and though repeatedly told, many are now forgotten. The evening fire-side witnessed the recital, whilst the old revolutioner,

‘ Wept o’er his wounds or tales of sorrow done,
Shoulder’d his crutch and show’d how fields were won. ’—

but they remain unrecorded and imperfectly recollected; they have lost all their fire.

Among the old stories of the revolutionary war, related by a venerable soldier of Washington’s legion, that of the young slave, who saved Donly’s fort, attracted my attention. In the year 1777, or ’78, a fort, called after Colonel Donly, in Greenbriar, Virginia, was on the point of being taken by the Indians, but was saved by the singular presence of mind of a negro boy, the property of the Colonel. The Indians were discovered early in the morning at Point Pleasant, near the Big Kenhawa, and appeared to steer their course towards Fort Donly. They were detected by the settlers, and spies immediately sought for to apprise the Americans of their approach. Joseph Prior and Philip Hammon, two enterprising men, disfigured themselves and succeeded in passing before the Indian spies to acquaint the fort of its danger. The officers upon receiving the intelligence, formed the noble resolution of breaking through their line and putting every man to the bayonet. They accordingly left their post in charge of a few soldiers, and had not proceeded far, when they discovered an overwhelming force coming up for battle. The Colonel cautiously ordered a retreat, and reached the fort with his men just in time to escape from the enemy, who were closely pursuing them at their heels. Upon arriving at the gate it was bolted, and here they narrowly run the risk of being taken prisoners by the savage foe—the soldiers in the fort taking them for Indians.—They, however, succeeded in entering, when a young negro who had watched the whole transaction, evinced great personal courage, and by his foresight saved the fort. He had loaded an old musket with nails, slugs, buckshot, etc., and was prepared to fire; in the midst of the struggle he cried to his master—“Massa, massa, shall I shoot?” The Colonel replied, “shoot! shoot!” No sooner said than done—Sam pulled the trigger and killed a great number of the Indians, and the remainder being panic struck, fled never to return again. By this gallant action the slave obtained his freedom, and all acknowledged that Sam saved the fort.

Whether this faithful domestic ever obtained a pension from the country he so nobly served, I have never been able to learn. He lived long and was respected by all who knew him in Lewisburgh, where he died three years ago, and was buried with the military honors usually paid to a revolutionary soldier.

BUTLER.

A SCENE AT SEA.

A quick passage across the Atlantic is one of the most desirable things possible to the voyager, whose sighs are continually heaving for land. To the sailor it is of no great importance, unless to the master, whose ambition centres upon the swiftness of his barque; and even to him, like to the 'finny tribe,' water is his darling element. But, to the passenger, who holds in fear and dread, the storm, the calm, and the dangers of the seas, the sooner he leaves the great deep, the safer does he feel himself, even in a strange land. He is ready, like old Christo Columbo, to bow the knee and kiss the earth, as more congenial to his earthly feelings, and in the strain of *Marmontel*, he is ready to sing:

" Plus de voyage qui me tente,
Je veux mourrir vieux ;
Je se serois qu'une plante,
Et je prends racine où je suis. " &c.—

Nevertheless, the time, the warm and sincere affection of the jolly tar, the short but friendly acquaintance of fellow passengers, and the many jovial and amusing anecdotes, tales from the company, the night watch, Neptune's barber shop, and the anxious 'look out for a sail,' bring to the imagination very pleasing recollections.

In the course of the summer of '15, when the summer sails were indicative that but little breeze was in agitation, and when the ship, although a fast sailer, could scarcely glide along the smooth, calmy wave of the Bay of Biscay, on our return home to the peaceful shores of America, we were much diverted at the singular proceedings of a fellow passenger, by the name of Duboscq, recently from the land of Gascony. This being his first trip, and naturally of a cowardly turn, he was the sport of the whole crew, and helped to pass away the tediousness of a long passage. Duboscq, like all Gascons, was very fond of good wine, and being in easy circumstances and very avaricious, laid up for himself a plenteous store of the choicest nectar, which was only noticed when our common stock was exhausted. Not a drop could be purchased of him for either love or money. Every one who has measured the seas, well knows the value of a 'little wine for thy stomach's sake;' and to be entirely without it, is certainly a privation, particularly when the shores we had left were so well furnished, and the article so cheap. A stratagem was resorted to by one of the passengers, which resulted in supplying all, and afforded us the pleasure of toasting him secretly for at least a week.

Duboscq, who had a constant dread of the Algerines or pirates, and whose mind had been still more inflamed by the reading of books on the subject, scarcely allowed his eyes to close but at a late hour; which with the exaggerated accounts related by the passengers, alarmed the poor Gascon. During one of those nights, a

number of passengers and sailors equipped themselves in imitation of the Algerines, and were carefully concealed in the forecastle, until the alarm was given that pirates were on board. No sooner did Duboscq hear it, than he immediately repaired to his gold, and whilst engaged in the cabin he was suddenly shut in; he there remained until informed that the chief of the Algerines would not take any thing nor destroy a single life, his object being that of getting wine; knowing that the vessel was from France, the pirates were resolved not to leave her until wine should be given them. Duboscq, who valued every thing with the love of a miser, and believing that the story was true, yet could not be prevailed upon to relinquish but one bottle, until he was permitted to view the horrid features, turbans, etc., through the crack of the door, which convinced him that delays are dangerous. Still, one bottle was, he thought, enough. In vain was he reminded that he was the only individual who had wine, and thereby could save all from being taken to Algiers. At last, with a trembling voice, he granted that one box of claret should be given to those demons of Algerines, and the treaty was signed and ratified. The little Gascon remained ignorant of the farce, until the whole story was revealed to him amidst a peal of laughter, in the Delaware bay. Irritated at the proceedings, Duboscq threatened to inform the civil authorities, but the pleasure of landing in the beautiful city of 'brotherly love,' at once soothed his feelings, and he never so much as mentioned the circumstance afterwards, which was the cause of a good deal of mirth,

THE MILITARY CAREER OF AMASA BANGS,

CHAPTER II.

As I was the first likely looking chap that joined the Recruiting party, I was made a good deal on, and as I said, raised to a launch corporalcy, right away. And they lost nothing by this, for they could'nt have a better stool-pigeon than I was, showing all my finery at the corners and other public places, to tole birds into the net. By this, and other ways and means, we nabbed, now and then, a stray Yankee, and, before long, we had quite a merry squad of us at the Randyvouse.

I fell right into the ways and customs of the army, and took to soldiering as kindly as eat my dinner. There was only one thing I failed in. McWheedle never could break me in, to raw whiskey. Who would have believed this of one of the Bangs? You would have said that whiskey was as natural to the family as mother's milk. But it was easy enough accounted for. My mother was a

Nubbin. Duty Nubbin, she wrote her name; and the Nubbins were all cider drinkers—the whole boiling—from A to izzard—and cider and whiskey coming together, McWheedle said, made a damned bad cross. “Arrah, honey, says he, and that’s how ye came by that tendther place in yer throat.”

This bred some doubts, even as to my pluck: and, faith, not without some reason, for if a man flinches at the whiskey pail, how the devil is he going to stand the smell of gunpowder? Answer me that, says Bill Smut, the drummer. Howsomever, any man may get used to it, where the rations are served out regular, every morning. I have known men that could’nt swallow their rations, at first, without screwing up their faces so tight as to squeeze the tears out of their eyes, and afterwards made no more of emptying a gill cup, than sucking an egg.

I tell ye what; the life of a soldier in a country randyvouse is just, in one word, the life of a pig in clover. Eating, drinking and sleeping; and the only trouble was to find out what to do between meals. Once a day, we turned out to make a grand flourish through the town; the Sergeant and music, in full uniform, and blazing all over with ribbons, and I carrying the colours. And such a warlike show as we made—it was awful!

First we fell in and marched up to the tavern, and saluted the commanding officer with three rolls and three waives of the colours. Then he touched his hat. Then Sergeant McWheedle said “all present, *yer honor*;” and then Insign Brown put his hands in his breeches again, and turned his back. Then we faced to the right, and took up the line of march and went the rounds of the grog shops. We halted before each one, flourished the grand salute again and then took a drink. We scraped acquaintance with every body we met, that looked ragged and dirty enough to be worthy of our notice, and invited ’em to fall in the rear. And, after plenty of skylarking, and some quarreling and blackguarding, and now and then a bit of a fight, we marched back, to the tune of “Yankee doodle,” with a tail of ragamuffins dragging after us, to the randyvouse. Then followed all sorts of tricks and humbugs and lies, invented to trap these fellows. “All Canada was going to be divided out among these soldiers as fast as it was conquered.” And the rule was “first come first sarved.” Sometimes the Sergeant was listing men to make officers, and sometimes oncommissioned officers. But he had one trick, that he said they used in the old country; it was to make a man a soldier by putting a piece of money into his pocket. But the first time he tried it upon a Yankee, he cotched a tarter, as they say.

There came along a thick set fellow from Hampshire, that had cut his eye teeth; and his name was Jonathan Babcock. He had on tow trowsies, died yellow with walnut bark, and two hats on his head; the old one pulled over the new one. Sam Whistle the fifer see him pass, and says he, “there’s a fellow, for ye, I swear. You neversee a Yankee with a two story hat on, that was’nt to let.” So they toled him into the randyvouse and manoovered him nigh

upon an hour, trying to bring him to the scratch. But he only made fun on 'em; and at last McWheedle took it into his head that he would come Paddy over him. So he up and slipped a dollar into his pocket. As soon as Jonathan Babcock felt the specie, he made his fist up round it, and says he, "good bye." But McWheedle sprung before him and squared away, for he had taken just enough of the cretur to feel ugly and, says he—"blood and ouns, ye cow bow;—hav'nt ye tuk the States' money? and a'nt ye listed, by the same token? The divil a fut shall ye stir out of this, till ye make yer mark, ye dirty blackguard." But Hampshire was'nt sceart a bit. He cocked his eye, and says he, "Mister —, what mought I call your name?—cause, arter I've had a dig at that are punkin shell, I'm afeared I shant know ye agin, when I see ye." With this McWheedle let drive, and at it they went, for Jonathan only waited for the first blow, so as to have the windward side of the law; and in about three minutes the Sergeant lay sprawling, with both eyes bunged up; Smut was knocked all of a heap, by a kick in the stomach, and Whiffle, by another on the opposite quarter, and Jonathan Babcock marched off with flying colours. They afterwards laid it all to liquor; but I've a notion, Hampshire is equal to his weight in Irish, drunk or sober. After all, we found the best way to catch men was to promise 'em office.

Well, so we carried on the war, day after day. We made recruits fast enough. But it was easier to make 'em than keep 'em. I minded that men were plaguy apt to get uneasy, so soon as the bounty was all spent. Then, if they had listed under the disguise of liquor, or if they took a miff at any thing, they cleared out. But some deserted for no reason at all, but because they could'nt help it. It seems to come natural to some folks, like stealing and lying and the like. But, on the whole, the incomings were more than the outgoings, and at last, we mustered a company of thirty or forty, all told. As to outside show, we did'nt shine much then, for our coats were of every cut and colour you can think of; and we learnt no more of the art of war than a little balance step; forming battle array; and marching in sections of three, and so on. I mean that these were all the *fighting* manoevers we practised; but foraging is another branch; and there we had a better opportunity for schooling. We practised upon gardens and hen coops and pigstys, to kill. And we went through the motions so natural that people began to think there was no sham in it. Faith, they loaded up their shot guns with gravel stones and white beans, and lay in ambush, and made no more of blazing away at us, than they would at so many foxes or skunks. Poor Whiffle got such a peppering, one night, that he could'nt set down again for a week without yelling and swearing himself into a sweat. But we did'nt lose much good will, any how, for they were most all Federalists, and hated Madison and all his army as bad as they could, already.

I say nothing about the suppers we had, after all was quiet, but you may guess. The chieftrouble was, to hide away all signs and tokens, against a search next morning. Dry feathers are not to be

trusted, any how. The only sure way of preventing them from flying about and telling tales, is to boil them all up with the fowls they cover. Then they will stick all together, and you may bury feathers and bones and legs and heads all in a lump, without losing a hair. And I see no use of scraping a pig's hide, if it was'nt for the name of the thing. Just hold him over the blaze, and he'll be as naked as he was born in less than three minutes. Then let 'em hunt for bristles. But there was other work laying out for us.

The General, at Greenbush, got wind of us, somehow, and he sent for us to come right up there and reinforce his army. I see McWheedle and the Insign uncommon thick together, one day, and, thinks I, there is something brewing. So I at the Sergeant and tried to pump him. "Which way is the wind now, says I, with a sly wink?" But it was no use. He was as close as a meal bag. He looked so solemn and shook his head so heavy that you would have said he had a pound of lead in it. O, there is nothing like secrecy in war.

It was'nt till tattoo that the cat was let out of the bag, and orders were given for all hands to get ready to march, at revellie, in the morning. Every body had guessed as much, before, but there was no danger of its getting abroad. There was'nt a man of us but what had his *own* reasons for keeping dark, besides the good of the service. For my part, the only thing I had to run away from, was Jinny Johnson, and two and nine I owed Jonas Grindle for gingerbread. As for the Insign, he stole a march that night. He pushed on, in the dark, till he came to a tavern in the next county. Rather brashy timber for an officer,—that Insign Brown. It was lucky for him he had a member of Congress for his uncle. But an officer is an officer, and must be respected whether or no; so I say nothing.

Our preparation for the march was not a job to make a fuss about. The two-horse wagon that was hired to carry the baggage, was soon loaded. Part of a barrel of pork and part of a barrel of flour and part of a barrel of whiskey, with the United States Flag, made up chief of the load. As for the two camp kettles, they were plastered all over so thick with smut and grease that they were not fit company for inside passengers. So we hung them under the wagon body, and they went jingling along through the country as a sign, to shew our regard for neatness.

But we had no notion of going off without doing something to make the people remember us when we were gone. "Out of sight, out of mind," as the old saying is. And we concluded to have a grand farewell forage. We divided ourselves into squads and sallied out, and gave our fellow citizens a small sample of what we might do, if we were in earnest. Faith, they had no occasion to go to Canada to see how the war was carried on. We loaded ourselves down with every thing we wanted, and what we did'nt want we destroyed, out of revenge for the ill-will we foresaw they would harbor against us as soon as they should find it out. Then we all

went back again, to the Randyvouse, except three shoemakers, that took this opportunity to desert, and there had a glorious supper.

We carried it on, eating and drinking and singing till about two hours before day break; then we took up the line of march and left the good town of Pokebury, Massachusetts, at a quick step and without beat of drum; for we kind of suspected, somehow, that there might possibly, be a le—e—etle danger of having the Posse at our heels before many hours of sun-up.

ADVENTURES OF A REEFER.

BY JERRY SMALLFULL, OF THE U. S. N.

"Signal up at the Commodore's mizen, Sir!" said the old quarter master to Lieutenant R——, (whom the men had nicknamed "chiny," from the attachment his nose and chin had to each other,) who was promenading the quarter deck, thinking of the fair Octavia; for few officers could visit Pensacola without catching a disease so very contagious, and worshipping at the shrine of the belle of the Floridas.

"Commodore is made our number, with signal at the mizen, sir," repeated old Smith, the quarter master, a second and a third time.

"Very well, call the signal officer; answer, quarter master; what is it, said I?"

"Underway to get, sir."

"Young gentlemen, report to the Captain, that the Commodore is getting underway, and made signal for us to do the same. There goes more bunting—one—three—follow my motions with or without signal; answer, quarter master."

"Call all hands, up anchor; let the first lieutenant and officers know we are going to get underway."

"All hands, up anchor, ahoy!" was soon heard in the gruff voices of the boatswain and his mates, with "tumble up, you lubbers, cooks, idlers, snobs, tailors and marines. D'ye hear, master-at-arms?—start the men off that berth deck!"

"All up, sir," said a gigantic looking fellow with whiskers and hair as red as a carrot, who bore this formidable title.

I being on the sick list, tumbled up on the top-gallant forecastle, to catch a parting glimpse at the fair inhabitants of the tenements surrounding the yard; perchance, to obtain an answering wave to my 'kerchief; but I was forced to retire to the steerage, to chew the bitter cud of disappointment. The old —— was soon under all sail, beating down the harbor, following in the wake of the flag

ship. Not a voice was heard, save the first lieutenant's, issuing his orders through his trumpet, and old Jem Cooke, the forecastle-man's, in the chains, crying the soundings.

"Ready about!" "Ready, ready!" but devil a bit was the old ship ready, when the "helm was a-lee;" not an inch did she budge, for she had got the sulks; or the girls had made fast a piece of thread to her rudder chains and were hauling her back; she would neither wear nor tack, but was likely to stay, for she was hard and fast in the mud.

"She's aground, sir!"

"The devil she is, Pilot? Here's a mess! Man the main clue garnets and buntlines; haul up the mainsail; brace ship; back the yards fore and aft; hard-a-port the helm; down jibs! Does she start any, pilot?"

"No, sir; the tide sweeps her further on."

"Let go the starboard anchor; man top-gallant and royal clew-lines; clew up; away, aloft there, you topmen; roll up those sails. Haul up the foresail; let go the topsail halliards! Mr. J——, make signal to the Commodore, 'we are ashore,' were the orders which came in rapid succession from Mr. A—— the first lieutenant. "Are you not a damn'd pretty pilot, to get the ship ashore with such a breeze as this?"

"Mr. A——," responded the poor pilot, frightened half to death—"why, sir, the ebb tide runs so strong, the breeze getting light, swept her on the edge of the Caycos shoal; she will get off as soon as the tide begins to flow."

"You be damn'd! I have a devilish good mind to put a whip round your neck and hoist you to the yard arm, you scoundrel! I only wish you was under her keel!"

"Mr. A——, what in the name of common sense, did you run the ship on shore for?" said the captain; who had been too much engaged with his wife in the cabin, to attend to his ship, sooner. "'Tis strange you can't keep the ship afloat!"

"The pilot was looking out for the ship, sir! She strikes heavily; had I not better get the light spars down, before they come about our ears?"

"Yes, sir! Get up a thousand round shot and throw them overboard; start the water and pump it out; get the provisions ready for heaving overboard; we must lighten her, sir. Make signal to the Commodore, and the ——, for assistance."

"So much for having a petticoat on board the ship, mister Small-full," said old Cooke, the forecastleman, coming out of the chains, to where I was standing. "Why, sir, I never seed a petticoat on board a ship in my life, that we didn't have bad luck; here we be, hard and fast, all because the captain's wife's aboard!"

"What makes you think so, Cooke?"

"Oh, I jest tell you; old Neptune knows a woman and a priest have no business among sailors, without they be ashore; and the old gentleman always sends bad luck where they are. Damn 'em

all; I wish they would lose their legs when they tries to get over the side."

"Cooke, you are ungallant and unseamanlike in your ideas of the ladies. I know you do not mean what you say."

"Yes, sir, I am damned—excuse me for swearing, sir—I do, sir, jest mean what I tell you, sir. A woman is a good thing on shore, but a mighty plague on board ship; here comes the boats from t'other ships, sir. Mister Jerry, I'll come down by and bye: will you jest give me a little drop, to keep soul and body together?—Here comes the first lieutenant; I must go and get the fore yard ready for coming down."

"Hook on the yard and stay tackles; call all hands, out boats; Mr. W——, ask the marine officer where the marines all are: they are not on deck! Mr. Smallfull, you're sick, and had better go below, out of the way."

I took the advice of the first luff and retired below, where I found the purser as busy 'as a bee in a tar barrel,' looking out for his small stores, and personal effects. As soon as he saw me, he came running up, asking if I would not assist him in looking out for his things.

"Certainly, I will," replied I. "Mr. Nipcheese, you had better go and look out for your iron chest; the ship will go to pieces presently." "Oh, my Lord! you don't say so; I must have some buoys made for the money chest. Carpenters! I say, carpenters!" and off the little purser went, to look for the carpenters. I seated myself among his boxes: as I had always been taught that it was not considered *theft*, to steal from the purser, I cabbaged divers articles. "Captain of the hold, whose box of wine is that?" said I.

"The purser's, sir."

"Break the lid off; let's see what it is; that looks like good champagne. Here, boy, take my key and lock that box up in the bottom of my locker."

"Ha! ha! ha! he! he! he! Massa Jerry, give I some fuss, wont you?"

"Halloo, Jake! where the devil did you come from?"

"Why, you see, sir, Captain Chewbrick thought that none you folks 'board here knew how to take care of a ship; so you see he sent me 'board, jest to take care of her for you. I had no objections, as I was wanting to come aboard to have some conversation with you young gemmons. So, mister Jerry, here's your very good health; that aint bad wine, massa Jerry. I'm jest going on deck, I'll be here agin in a minute."

I presume it is hardly necessary to inform my naval readers who 'old Jake' is; for every one that is acquainted with the service, knows his character; but for fear that any should not have the honor of his acquaintance, I will just state who he is.

Jake is an old negro, that has been in the naval service of the United States for almost forty years, and as the commanders and officers of the present day have nearly all sailed with him as juniors, Jake feels privileged to take many liberties. His impudence and

ready wit rendered him an universal favorite; he often boasts, that he has been in the service for twenty years without being discharged, always obtaining a leave of absence when he wished. Jake had the propensities of other seamen for drink, and when he was drunk, he would sing and always be sure to get the lock-jaw.

"Well! massa Jerry, here be I again; I have brought one or two of my young gemmons from the ——— down with me; as dey were in de way on deck; I wonder what for, dey want a midshipman on board ship; might as well have monkey!"

"Jake, go on deck, you damned black negro;" said the second luff, coming in the steerage whilst Jake was delivering this opinion for the benefit of some half dozen of us. "Go on deck, you Turk!"

"Massa lieutenant, I'll have you know I no nigger, but an ossifer in de navy, sir: I was board ship before you had your trowsers on. You better be on deck doing your duty; and if you a'int more respectable, I will defer charges against you; but I'll jest drink your health; so call your boy to get a bottle of brandy out your room."

"Jake, I heard you were discharged," said the second luff, "and kicked out of the ship."

"Me! hoo, boo! I been twenty-five year in de service, and I'll jest have you to know, I can go and come when I damn please. Go 'bout your business, or I will take dis rope's end and gib you a damn good colting," said Jake, his eyes glistening with anger, his arms akimbo, looking quite indignant. To appease him, the second luff had a bottle of brandy put into his hand, and old Jake soon began to forget his anger, and become quite lively, and commenced humming

The Guar ra rare, fragate bole,
O'er the foaming oshion roll—oll—oll—o—oll."

"Hillo! Jake's got the lock-jaw; give him a kick, Jerry, that will soon knock his jaw in place." This application had the desired effect, and Jake went on with his song.

It was a singular circumstance with this negro, that, whenever he became intoxicated, he opened his mouth very wide in laughing, or singing, and his jaw would become unhung. A blow would have the effect of knocking it in its place, and the reefers very often enjoyed the sport of seeing Jake with the lock-jaw, and give him a kick or a blow—much harder sometimes than the poor negro relished. The last time I saw Jake, I was on board the ———, attending a large party; he then belonged to the band; the officers had rigged him in a crimson jacket, with epaulettes and a crimson turban, his whole dress being made in the Turkish style. Jake was in a great stew, having no clean shirt to put on, so he booms aft into the cabin where Captain ——— was shaving.

"Massa Captain, I want borrow clean shirt; I a'int got none; uf you don't gib me one, dam if I play for de girls to dance."

"Well, Jake, tell the steward to give you one."

"Aye, aye, sir! You steward, you dam nigger, de captain say,

you must gib me white *west*, clean shirt, pocket hankchief, and pair gloves; d'ye hear? come I be in hurry to make my to-lett."

"Why, Jake, I must ax de captain bout all dis," said the steward.

"Dont you blebe me, you black nigger? Here, I will ax captain myself," said Jake opening the cabin door. "Didn't you say so, massa captain?"

"Yes, steward, let Jake have what he wants," said the captain; not thinking that Jake was going to play him a trick. Jake received what he wished, went forward, and was soon swelling the quarter deck, flourishing his white handkerchief and kid gloves, and added much to the amusement of the ladies during the evening.

GENERAL CORRESPONDENCE.

STAFF AND LINE.

To the Editor of the Military and Naval Magazine.

MR. EDITOR: Far be it from me to attempt to disturb the "old and antiquated notions" which "Germanicus" seems to have hugged to his bosom with so much fondness, relative to the relations which the staff and line of the army bear to each other. I venerate the holy feelings which most men have for *antique* objects, too much, and have too great respect for the sanctity attached to our childish notions, thoughts, and actions, to lay sacrilegious hands upon them; and I would not, for the wide world, disturb the pleasant dream in which "Germanicus" seems to be indulging. I hope I have too much benevolence, to attempt to interrupt the happiness of any man, more especially when it has its source in grumbling. This is a grumbling world; and if we could not, now and then, ease our heaving breasts, by firing a grumbling *squib*, or by indulging occasionally in a snap or a *snarl* at some poor wight, without the fear of having some impertinent hand laid over our mouths, I do not know what we should do. "There's nothing half so sweet in life" as the unspeakable luxury of sitting down quietly at one's fireside, and taking a good hearty growl at all the rest of the world, not even excepting our friends. What other way have we of taking satisfaction for the numerous crosses and slights received at the hands of mankind? Besides, what a dull, tame life this would be, if we were always to continue in the same smooth road. Even the most enthusiastic traveller tires of the splendid western prairies, and hails with delight some abrupt hill, or even a thicket of thorns; and rather than endure forever the same monotony, he would not hesitate, upon a pinch, to ride through a "crab-apple orchard!" You may depend upon it, Mr. Editor, "variety is the very spice of life;" and he that would undertake to maintain the contrary of this good old adage, would deserve a straight jacket.

But let us be serious. There are always two sides to a story. "Germanicus" has told *his* side; and, to do him justice, he has told it pretty well: now let us see how the other side looks. "Germanicus" says that "the rate of transportation of officers" was reduced "upon the recommendation of the Quartermaster General." Indeed! How does that appear? Has "Germanicus" ever seen good evidence of that fact? He asserts it most roundly, and, beyond question, believes it. But, has he unequivocal evidence of it? If not, would it not

have been well to take thought on the subject, before committing it to paper? I am aware that the impression that the Quartermaster General caused that allowance to be curtailed, has gone abroad, and I confess that I *was* of the belief that it was true; but his last report undeceived me. He states distinctly, that his estimate for 1834 was cut down by Congress, \$ 15,000; and that the travelling allowance was reduced because of that curtailment; and goes on to argue manfully, the impolicy, impropriety, and injustice of such a reduction. But, General Jesup might have recommended such a measure, and yet no odium would justly rest upon him, on account of it. If Congress refuses to grant his estimates, he must take measures to make the expenditures in his department come within the sum that body chooses to appropriate; and if there had been no reduction in the mileage of officers, the appropriation would have been expended long before the expiration of the year, and some officers would have been compelled to *whistle* for their transportation. That the measure was *niggardly*, no one can deny; but it should not be laid at the door of the Quartermaster General.

"Germanicus" has asked some significant questions. He asks if the "officers of the line will feel satisfied to have their rate of transportation reduced and given to officers of the staff, as *double rations*, or as perquisites of any kind?" Let me ask a question or two. What class of officers is most affected by this reduction? Is it not subaltern staff officers? The transportation of subaltern officers of the line, when not on court martial service, is reduced *one cent* per mile, while that of subaltern staff officers is reduced *three cents* per mile: when not on that service, the transportation of the former class is reduced *three cents*, and that of the latter *five cents* per mile. Here is a subtraction from the allowances of officers of the line, to the emolument of officers of the staff, with a vengeance! I am not aware that the regulation in question affected the perquisites of staff officers in any particular. I have understood that certain officers of the Quartermaster's department were allowed double rations, and I confess that I am unable to see the propriety of it; but I did not understand that the allowance had its origin with the reduction of the rate of transportation, or that *that* rate was reduced in *consequence* of the allowance of double rations, or that it was in any manner connected with it.

"Germanicus" asks, "What are those high, important, and arduous duties of staff officers, either in time of peace or war, that entitle them to such favors, at the expense of their brother officers of the line?" And he answers his own question, by saying, "The duties of the staff, in that department, are the simplest possible; namely, that of commission merchants." In what respect are the duties of an assistant quartermaster similar to those of a commission merchant, except in the single act of receiving and forwarding public supplies? But suppose their duties were *precisely* those of a commission merchant; would they be the less entitled to pay on that account? Was "Germanicus" ever a commission merchant? And does he know how arduous their duties are, and that they are the "simplest possible?" Is there any thing discreditable in their vocation? A good deal has been said about the similarity of the duties of assistant quartermasters and commission merchants, and I think, without "rhyme or reason." But, "Germanicus" intimates, that staff officers receive favors "at the expense of their brother officers of the line." Is this so? Does "Germanicus" know of an instance of the kind, during his long period of service? (it must be a long time since he came into the army, as some of his "*notions*" are so "*antiquated*.") If he does, he ought to publish it to the world, that the finger of scorn may rest upon him, who would be so base as to accept of any favor, to the prejudice of his brother officers; that his comrades may shun him as an unclean thing. The imputation is unworthy of "Germanicus," and I am sure that he could not have thought of its force. I cannot for an instant admit that any officer knowingly receives favors at the expense of his brother officers; but I will endeavor to point out some of the duties of an assistant quartermaster.

In peace, he receives and distributes the clothing, the arms and the accoutrements, for the troops; superintends the erection of barracks, for their accommodation; supplies them with fuel; provides for their transportation, and for the transportation of their subsistence stores and their luggage; and, in general, exerts himself zealously to contribute to their comfort. He receives and

discharges large sums of public money, and if a doubtful case occurs, and he hesitates about paying any account that is presented, he must submit to be thought *close-fisted*, or to the more despicable opinion of endeavoring to curtail the pitiful allowances of his brother officers; and those who indulge in these reflections, do not seem to take into consideration the fact, that he is responsible to the Treasury Department for the correct disbursement of the public funds with which he is entrusted, and that, if he pays an improper account, it comes out of *his own* pocket. And if he declines to gratify the whim of any one from conscientious motives, or from considerations of propriety, he is, forsooth, unaccommodating, disobliging, crabbed! Just, in one word, turn which way he will; take what course he pleases; somebody must *grumble* about him: and his only course is, to keep the even tenor of his way. Every body seems to feel himself licensed to find fault with the Quartermaster's department; and an anathema against it seems to be the first word that the new-born cadet and lieutenant learns to lisp. Ask him why, and he cannot tell you. Ask any body else, and he is just as wise.

I would not underrate the duties of a company commander; they are highly important; and, if properly attended to, are arduous, and even annoying. But the pecuniary responsibility attached to them is not, in my judgment, to be compared to that of the great majority of assistant quartermasters. The charge, preservation, and distribution of the clothing of a company, is very simple. The manner of accounting for it is very plain. There can be no doubts about the propriety of issuing it, as there are frequently about the disbursements of public funds, and the issuing of certain articles of other public property, in the possession of assistant quartermasters. The public property in charge of a company commander is not spread over a garrison, and scattered in every corner of the military precincts, as is that in charge of the assistant quartermaster. It is all (except the muskets and accoutrements, which are issued to the men, who are responsible for them when once issued,) in one small store-room, which the assistant quartermaster is bound to keep in such a state as to render the property stored in it *safe*. The company commander is not annoyed every hour in the day with notices that such and such a set of quarters are out of order; that this and that officer or company is out of fuel. His sources of annoyance are sufficient, in all conscience; but they are not a tenth part as numerous as those of an assistant quartermaster. As for the utility of the one or the other, a man might as well undertake to decide between the relative importance of meat and drink to the body, as to pronounce between them; and as for the matter of pay, if there is injustice any where, it is that the captains are paid too little, and not that assistant quartermasters are too well paid.

OLIVE BRANCH,

ORDNANCE SERGEANTS.

MR. EDITOR.—Permit me, through the medium of your Magazine, to draw the attention of those of your military readers to a subject of great importance to me, and the rank and file of the army at large.

The subject to which I allude is, in relation to the Ordnance Sergeants. I have been of opinion, for some time past, that in making the appointment of ordnance sergeant, the rank they should hold in relation to other non-commissioned officers, ought to have been designated; but I have delayed saying any thing upon that subject, in hopes that some one, more able than myself, would have brought it to the notice of the proper authorities. I had also understood that the regulations for the army were about to be revised, when I concluded that the subject would have been satisfactorily settled. I have just seen a copy of the proposed revision of that book, and regret to find it is contemplated to give the first sergeants of companies precedence of rank. I was not a little surprised at seeing this decision, neither can I conceive, how it could, with justness, have been arrived at. Certainly the subject could not have been viewed in all its bearings. And I am at a loss to know by what right a first sergeant can claim precedence of rank of the ordnance sergeant. The fourth paragraph of General Order, No. 34, of 25th April, 1833, says "that the sergeants of ordnance

are to be considered as belonging to the non-commissioned staff of the post." I am at a loss to know what constitutes the non-commissioned staff of a post.—The non-commissioned staff of *regiments*, are composed of the sergeant major, quartermaster sergeant, and two principal musicians. Now, if the ordnance sergeant is considered as belonging to the non-commissioned staff, could not the first sergeant of a company with as much propriety claim rank above all the non-commissioned staff, as above a single individual of it? In my opinion he could.

The law creating the grade of ordnance sergeant imposes certain qualifications upon the candidate for appointment, without which he cannot receive it; for instance,—eight years faithful service, &c. &c.; consequently it is intended to be a promotion, and such has been the construction put upon it by the War Department, in General Order, number 79, of 31st August, 1832, to both of which I beg leave to call the attention of those who have the authority of disposing of such subjects. It may not be improper here to inquire, what are the qualifications necessary for a first sergeant, that entitle him to precedence of rank; but before doing so, it may be necessary to ascertain whether any such grade has been created by law. For my part, I confess I am entirely ignorant of any such law being in existence; the only law I have been able to find (after much research) where such a grade is mentioned, is the one passed by Congress in the session of 1832 and 1833, "for the improvement of the non-commissioned officers and privates of the army." But, in my opinion, no such grade has been created by that law; it only makes provision for a grade supposed to be already in existence, and even admitting it was, (but such is not the fact,) what are the qualifications necessary, and how are those appointments made? In the first place, no length of service, or other particular qualification is necessary; but, on the contrary, a recruit, before he has been three months, or even three weeks, enlisted, may be appointed a first sergeant; and how are these appointments made? Why in a very simple manner:—Captain B—— says to Sergeant D——, you must perform the duties of first sergeant of the company. Probably in a few weeks Captain B—— is relieved in the command of his company by Lieutenant C——, who, upon assuming command of it, says to Sergeant E——, (who perhaps may be the junior sergeant in the company,) you will relieve Sergeant D—— in the duties of first sergeant of the company, and so on. It is therefore liable to change as often as the commander of the company is changed, and oftener; hence the impropriety (I might say absurdity) of conferring rank upon a grade so situated.—How different the case of the ordnance sergeant! He must have served faithfully eight years, and at least four years as a non-commissioned officer; his character for sobriety, integrity, &c., must be established, and he is also required to be a good clerk, and receives his appointment from the Secretary of War, announced in general orders; and yet it is proposed to deprive these non-commissioned officers of rank, and place one, who is scarcely three weeks enlisted, above them. This, I conceive to be unjust; not only unjust, but inconsistent; for after this same first sergeant (who is now a recruit) has served eight years as such, he may be promoted to an ordnance sergeant; and promotion, according to Webster, is "elevation of rank," &c.—that is, rising from a low to a higher grade, and not from a high to a lower grade, as would be the case in appointing a first sergeant an ordnance sergeant. I ask then, is it not inconsistent, and what first sergeant, possessing the least particle of pride, would, under such circumstances, accept such appointment. But if the appointment of ordnance sergeant is held out as a promotion of the highest grade of non-commissioned officers, it will then be an incentive to good and meritorious conduct, and thereby create an emulation in the "rank and file," that cannot help having a salutary effect upon the army; it will be a situation worth seeking after; but if not, it will tend to have an injurious, rather than a good effect, for no soldier will care to serve a probationary period of eight years, to receive that appointment, when he can aspire to a higher grade the first day he enters the service. I therefore propose as an act of justice, that the rank of ordnance sergeant, should take precedence of all other non-commissioned officers; the nature of the appointment, the qualifications necessary thereto, and above all, the source from which that appointment emanates, certainly entitle him to that distinction. Much more might be said on this subject, but it is believed that enough has already been advanced to con-

vince any unprejudiced mind, of the correctness of these remarks, which have been made under the impression that the subject had not received that consideration which it merits. As an instance, General Order, number 34, of 25th April 1833, before cited, says, the ordnance sergeant "shall appear under arms with the troops at all reviews, musters and inspections," &c., without assigning any post or station to him on parade; consequently he finds himself placed in rather an awkward situation on such occasions. As I am not in the habit of complaining, I regret to be under the necessity of making this communication; but justice to myself demanded that I should point out an act which I conceived to be unjust and degrading, and I should be unworthy the situation I hold, had I submitted in silence. That the grievance complained of may be remedied is the earnest wish of

PIKE.

THE LATE LIEUTENANT WALTER S. CHANDLER.

The following resolutions, expressive of respect for the memory of this valuable and lamented officer, have been adopted by those officers of the army, stationed at Fort Monroe, whose names are attached thereto, and are transmitted to the editor for publication.

RESOLVED:—

1. That we entertain an exalted sense of the high soldierly qualities and manly virtues, which distinguished our deceased comrade, Second Lieutenant W. S. CHANDLER, of the second regiment of artillery, and deeply deplore the hard and untimely fate which has deprived the service of a member, whose character gave so much promise to its reputation and honor.

2. That the melancholy manner of his death—the noble absence of all consideration for self, and his heroic and devoted endeavor for the preservation of the humble companions of his danger, under the appalling circumstances of their situation, are eminently calculated to endear him to our memory.

3. That we sincerely sympathize with his relations, and with his regiment in the loss which they have sustained, and that we will cordially unite with the latter in the erection of such memorial of his worth, as its members may deem most appropriate in the case.

4. That a copy of these proceedings be forwarded to his nearest relative, and to the head quarters of the second regiment, and that they be published in the Military and Naval Magazine.

W. K. ARMISTEAD, Brigadier General, U. S. A.

J. F. HEILEMAN, Major, Second Artillery.

E. LYON, Captain 3d do

P. H. GALT, " 4th do

D. H. VINTON, First Lieut. 3d do

H. GARNER, Adjutant, 3d do

C. DIMMOCK, First Lieut. 1st do

Z. PITCHER, Surgeon, U. S. A.

R. H. K. WHITLEY, Second Lieutenant, Second Artillery.

J. L. DAVIS, Second Lieutenant, Fourth Artillery.

J. F. LEE, Lieutenant, First Artillery.

PAY DEPARTMENT, UNITED STATES ARMY.

Names and Stations of Paymasters, with the Posts composing their Districts.

NAMES.	STATIONS.	POSTS, ETC., COMPOSING EACH DISTRICT.
Benjamin F. Larned	-	Forts Brady, Mackinac, and Gratiot.
David S. Townsend	-	Hancock Barracks, Forts Sullivan, Preble, Constitution and Independence; Kennebec and Watertown Arsenals.
Daniel Randall	-	Forts Columbus, Hamilton, McHenry and Severn; Recruiting Depot New York Harbor, Frankford and Pikesville Arsenals, and Officers stationed at Philadelphia.
Charles H. Smith	-	Forts Monroe, Johnston, and Macon, Bellona Arsenal.
A. A. Massias	-	Forts Snelling, Crawford, Armstrong, Des Moines, and Leavenworth.
T. P. Andrews	-	Fort Washington; Washington and Allegheny Arsenals; Officers stationed in the District of Columbia, and recruiting detachments in Maryland, Virginia, Ohio, and Kentucky.
Edmund Kirby	-	Madison Barracks; Forts Niagara, Wolcott, and Trumbull; Champlain, Watervliet, and Rome Arsenals; recruiting detachments in western part of New York.
L. G. De Russey	-	Forts Jesup and Towson.
Robert A. Forsyth	-	Forts Winnebago, Howard, and Dearborn.
A. D. Steuart	-	Jefferson Barracks and St. Louis Arsenal.
Wm. S. Harney	-	Forts Gibson and Coffee.
John S. Lytle	-	Castle Pinckney, Forts Moultrie, Marion, Brooke and King; Key West.
Charles Mapes	-	New Orleans, Baton Rouge; Forts Jackson, Wood, Pike, Morgan and Pickens; Mount Vernon and Baton Rouge Arsenals.
Peter Muhlenburg	-	Augusta Arsenal, Ogthehorpe Barracks, Fort Mitchell, and Camp Armistead.
Thomas J. Leslie	-	United States Military Academy, and officers and troops stationed at West Point.

LAWS OF THE UNITED STATES.

[PUBLIC. No. 14.]

AN ACT making additional appropriations for the Delaware Breakwater, and for certain harbors, and removing obstructions, in and at the mouths of certain rivers, for the year one thousand eight hundred and thirty-five.

Be it enacted by the Senate and House of Representatives of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury, not otherwise appropriated, for carrying on, and completing certain works heretofore commenced, viz:

For improving the harbor of Chicago, in addition to the balance of former appropriations, thirty-two thousand eight hundred dollars.

For securing the works of Black river, four thousand four hundred dollars.

For continuing the improvement at Ashtabula creek, in addition to the balance of former appropriation, seven thousand five hundred and ninety-one dollars.

For securing the works on Presqu' Isle, in addition to the balance of former appropriation, five thousand dollars.

For completing the works at Genesee river, two thousand three hundred and ninety dollars.

For continuing the improvement of Big Sodus bay, eleven thousand seven hundred and ninety dollars.

For the preservation of the beach at Provincetown harbor, in addition to the balance of former appropriation, four thousand four hundred dollars.

For the preservation of Plymouth beach, seven hundred dollars.

For the breakwater at Hyannis harbor, in addition to the balance of former appropriation, nine thousand dollars.

For improving the harbors of Newcastle, Marcus Hook, Chester, and Port Penn, in the Delaware river, in addition to the balance of former appropriation, six thousand dollars.

For improving the navigation of the Savannah river, in removing the obstructions in said river from the city of Savannah to its mouth, in addition to the balance of former appropriations, twenty thousand dollars.

For improving the navigation of the Ohio river, below the falls, and the Missouri, and Mississippi rivers, fifty thousand dollars.

For the improvement of the navigation of the Ohio river, between Pittsburg and the falls of the Ohio, fifty thousand dollars, to be expended under the direction of the War Department, and under the care of a superintendent for that part of the Ohio.

For the Delaware breakwater, one hundred thousand dollars, provided, that only so much of this sum shall be applied, as in the opinion of the Secretary of War may be advantageously expended in the present situation of the said work.

For completing the improvement at the harbor of Mobile, in removing the bar at the entrance of the harbor called the Choctaw pass, in addition to the appropriation of ten thousand dollars, made at the last session, seventeen thousand nine hundred and ninety-seven dollars and sixty cents.

For completing the removal of the obstructions to the navigation of Red river, in addition to the appropriation of fifty thousand dollars, made at the last session of Congress, the sum of fifty thousand dollars.

For improving the navigation of Arkansas river, and for constructing a boat with an iron hull, forty thousand dollars.

For completing the improvement in the navigation of Cape Fear River, below the town of Wilmington, North Carolina, twenty thousand dollars.

For constructing a dredging machine, and for completing the inland channel between St. Mary's and St. John's, in the territory of Florida, according to the estimate of the Engineer Department, fifteen thousand dollars.

For filling up with stone three hundred and fifty-two yards of the outer pier or breakwater at Dunkirk harbor, New York, one thousand four hundred and eighteen dollars and twenty-seven cents.

For extending and completing the pier or breakwater in front of said harbor, nine thousand five hundred and seventy dollars and sixteen cents.

Provided, That no officer of the army shall receive any per cent., or additional pay, extra allowance, or compensation, in any form whatever, on account of the disbursing any public money appropriated by law during the present session, for fortifications, execution of surveys, works of internal improvement, building of arsenals, purchase of public supplies of any description, or for any other service or duty whatsoever, unless authorized by law.

JNO. BELL.

Speaker of the House of Representatives.

M. VAN BUREN,

*Vice President of the United States, and
President of the Senate.*

APPROVED, March 3, 1835.

ANDREW JACKSON.

[PUBLIC. No. 15.]

AN ACT to regulate the pay of the Navy of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act, the annual pay of the officers of the navy of the United States shall be as follows:

THE SENIOR CAPTAIN.

At all times when in service, four thousand five hundred dollars.

When on leave of absence, or waiting orders, three thousand five hundred dollars.

ALL OTHER CAPTAINS.

When in command of squadrons on foreign stations, four thousand dollars.

When on other duty, three thousand five hundred dollars.

When off duty, two thousand five hundred dollars.

COMMANDERS, OR MASTERS COMMANDANT.

When attached to vessels for sea service, two thousand five hundred dollars.

When attached to navy yards, or on other duty, two thousand one hundred dollars.

When on leave of absence, or waiting orders, one thousand eight hundred dollars.

LIEUTENANTS.

Commanding, one thousand eight hundred dollars.

On other duty, one thousand five hundred dollars.

Waiting orders, one thousand two hundred dollars.

ASSISTANT SURGEONS.

Waiting orders, six hundred and fifty dollars.

At sea, nine hundred and fifty dollars.

After passing, and found qualified for promotion to surgeon, eight hundred and fifty dollars.

At sea, one thousand two hundred dollars.

When stationed at navy yards, hospitals, rendezvous, and receiving ships, nine hundred and fifty dollars.

After being passed and stationed as above, one thousand one hundred and fifty dollars.

SURGEONS.

For the first five years after the date of his commission, one thousand dollars.

For the second five years, one thousand two hundred dollars.

For the third five years, one thousand four hundred dollars.

For the fourth five years, one thousand six hundred dollars.

After he shall have been commissioned as a surgeon twenty years and upwards, one thousand eight hundred dollars.

All the surgeons of the navy under orders for duty, at navy yards, receiving vessels, rendezvous, or naval hospitals, shall have an increase of one-fourth of the foregoing amount of their respective annual pay, from the date of their acceptance of such orders.

All surgeons of the navy ordered to any of the ships or vessels of the United States, commissioned for sea service, shall have an increase of one-third of the foregoing amount of their respective annual pay, from the date of their acceptance of such orders.

All surgeons of the navy, ordered as fleet surgeons, shall have an increase of one half of their respective annual pay, from the date of their acceptance of such orders.

CHAPLAINS.

When attached to vessels for sea service, or at navy yards, one thousand two hundred dollars.

When on leave of absence, or waiting orders, eight hundred dollars.

PROFESSOR OF MATHEMATICS.

When attached to vessels for sea service, or in a yard, one thousand two hundred dollars.

SECRETARIES.

To commanders of squadrons, when commanding in chief, one thousand dollars.

To commanders of squadrons, when not commanding in chief, nine hundred dollars.

SAILINGMASTERS.

Of a ship of the line, for sea service, one thousand one hundred dollars.

When on other duty, one thousand dollars.

When on leave of absence, or waiting orders, seven hundred and fifty dollars.

SECOND MASTERS.

When attached to vessels for sea service, seven hundred and fifty dollars.

When on other duty, five hundred dollars.

When on leave of absence, or waiting orders, four hundred dollars.

PASSED MIDSHIPMEN.

On duty, seven hundred and fifty dollars.

Waiting orders, six hundred dollars.

WARRANTED MASTER'S MATES.

When attached to vessels for sea service, or at navy yards, four hundred and fifty dollars.

When on leave of absence, or waiting orders, three hundred dollars.

MIDSHIPMEN.

When attached to vessels for sea service, four hundred dollars.

When on other duty three hundred and fifty dollars.

When on leave of absence, or waiting orders, three hundred dollars.

CLERKS.

Of a yard, nine hundred dollars.

First clerk to a commandant *of a navy yard*, nine hundred dollars.

Second clerk to a commandant *of a navy yard*, seven hundred and fifty dollars.

To commanders of squadrons, captains of fleets, and commanders of vessels, five hundred dollars.

BOATSWAINS, GUNNERS, SAILMAKERS AND CARPENTERS.

Of a ship of the line, for sea service, seven hundred and fifty dollars.

Of a frigate for sea service, six hundred dollars.

When on other duty, five hundred dollars.

When on leave of absence or waiting orders, three hundred and sixty dollars.

Officers temporarily performing the duties belonging to those of a higher grade, shall receive the compensation allowed to such higher grade, while actually so employed.

No officer shall be put on furlough but at his own request, and all officers so furloughed shall receive one-half only of the pay to which they would have been entitled if on leave of absence.

If any assistant surgeon shall have been absent from the United States, on duty, at the time others of his date were examined, he shall, if not rejected at a subsequent examination, be entitled to the same rank with them; and if from any cause, his relative rank cannot be assigned to him, he will retain his original position on the register.

One ration per day only, shall be allowed to all officers when attached to vessels for sea service.

SEC. 2, *And be it further enacted*, that no allowance shall hereafter be made to any officer in the naval service of the United States, for drawing bills, for receiving or disbursing money, or transacting any business for the Government of the United States, nor shall he be allowed servants, or pay for servants, clothing or rations for them, or pay for the same, nor shall any allowance be made to him for rent of quarters or to pay rent for furniture, or for lights or fuel, or transporting baggage. It is hereby expressly declared that the yearly allowance provided in this act, is all the pay, compensation, and allowance, that shall be received under any circumstances whatever, by any such officer or person, except for travelling expenses when under orders, for which ten cents per mile shall be allowed.

APPROVED, March 3, 1835.

ARMY ORDER.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, 1st May, 1835.

ORDER, }
No. 24. }

Promotions and Appointments in the Army, since the first of January, 1835.

1—PROMOTIONS.

CORPS OF ENGINEERS.

Second Lieutenant Alexander H. Bowman, to be First Lieutenant, 21st January, 1835, vice Tuttle, deceased.

Brevet Second Lieutenant Frederick A. Smith, to be Second Lieutenant, 21st January, 1835, vice Bowman, promoted—(brevet 1st July, 1833.)

FIRST REGIMENT OF ARTILLERY.

Brevet Captain Justin Dimick, First Lieutenant, to be Captain, 6th April, 1835, vice Churchill, promoted.

Second Lieutenant Edmund French, to be First Lieutenant, 25th Feb., 1835, vice Ramsay, appointed Captain of Ordnance.

Second Lieutenant William Palmer, to be First Lieutenant, 6th April, 1835, vice Dimick, promoted.

Brevet Second Lieutenant Thomas A. Morris, to be Second Lieutenant, 25th February, 1835, vice French promoted—(brevet 1st July, 1834.)

Brevet Second Lieutenant R. T. P. Allen, to be Second Lieutenant, 6th April, 1835, vice Palmer, promoted—(brevet 1st July, 1834.)

SECOND REGIMENT OF ARTILLERY.

Second Lieutenant John C. Casey, to be First Lieutenant, 30th April, 1835, vice Mercer, resigned.

THIRD REGIMENT OF ARTILLERY.

Brevet Major Sylvester Churchill, Captain of the 1st Regiment of Artillery, to be Major, 6th April, 1835, vice Brooks, promoted.

FOURTH REGIMENT OF ARTILLERY.

Brevet Lieutenant Colonel Alexander S. Brooks, Major of the 3d Regiment of Artillery, to be Lieutenant Colonel, 6th April, 1835, vice Jones resigned.

Brevet Captain Harvey Brown, First Lieutenant, to be Captain, 10th April, 1835, vice Schmuck, deceased.

Second Lieutenant William A. Thornton, to be First Lieutenant, 31st January, 1835, vice Wilson, resigned.

Second Lieutenant Thomas J. Cram, to be First Lieutenant, 10th April, 1835, vice Brown, promoted.

Brevet Second Lieutenant John H. Miller, to be Second Lieutenant, 31st January, 1835, vice Thornton, promoted—(brevet 1st July, 1833.)

Brevet Second Lieutenant James L. Davis, to be Second Lieutenant, 10th April, 1835, vice Cram, promoted—(brevet 1st July, 1833.)

SECOND REGIMENT OF INFANTRY.

Brevet Captain John Bradley, First Lieutenant, to be Captain, 22d April, 1835, vice Clarke, promoted.

Second Lieutenant Amos B. Eaton, to be First Lieutenant, 22d April, 1835, vice Bradley, promoted.

Brevet Second Lieutenant James V. Bomford, to be Second Lieutenant, 22d April, 1835, vice Eaton, promoted—(brevet 1st July, 1832.)

SIXTH REGIMENT OF INFANTRY.

Brevet Major Newman S. Clarke, Captain of the Second Infantry, to be Major, 22d April, 1835.

Second Lieutenant Joseph D. Searight, to be First Lieutenant, 30th April, 1835, vice Richardson, resigned.

Brevet Second Lieutenant John Conrad, to be Second Lieutenant, 30th April, 1835, vice Searight, promoted—(brevet 1st July, 1831.)

SEVENTH REGIMENT OF INFANTRY.

Second Lieutenant Theophilus H. Holmes, to be First Lieutenant, 26th March, 1835, vice Newell, deceased.

Brevet Second Lieutenant Henry McKavett, to be Second Lieutenant, 26th March, 1835, vice Holmes promoted—(brevet 1st July, 1834.)

2—APPOINTMENTS.

STAFF.

Charles Mapes, to be Paymaster, 7th January, 1835.

Peter Muhlenberg, to be Paymaster, 2d February, 1835.

Samuel P. Moore, to be Assistant Surgeon, 14th March, 1835.

Alexander F. Suter, to be Assistant Surgeon, 27th March, 1835.

ORDNANCE DEPARTMENT.

First Lieutenant George D. Ramsay, of the 1st Regiment of Artillery, to be Captain, 25th February, 1835, vice Hills, deceased.

3—CASUALTIES.

RESIGNATIONS.

Lieutenant Colonel.

Roger Jones, 4th Artillery, 6th April, 1835.

First Lieutenants.

Hugh W. Mercer, 2d Artillery, 30th April, 1835.
 Horace A. Wilson, 4th Artillery, 31st January, 1835.
 Asa Richardson, 6th Infantry, 30th April, 1835.

Second Lieutenant.

Theophilus F. J. Wilkinson, 2d Artillery, 28th February, 1835.

Brevet Second Lieutenant.

Goode Bryan, 5th Infantry, 30th April, 1835.

STAFF.

Benjamin R. Hogan, Assistant Surgeon, 30th April, 1835.

DEATHS.

Captain John Hills, Ordnance, 25th February, 1835.
 Captain Jac. Schmuck, 4th Artillery, 10th April, 1835.
 First Lieutenant Stephen Tuttle, Corps of Engineers, 21st January, 1835.
 First Lieutenant John E. Newell, 7th Infantry, 26th March, 1835.
 Second Lieutenant Walter S. Chandler, 2d Artillery, 25th January, 1835.

STAFF.

Ephraim M. Blane, Assistant Surgeon, 13th March, 1835.
 Samuel W. Hales, Assistant Surgeon, 30th January, 1835.

2.—The officers *promoted* and *appointed*, will report accordingly, and join their proper stations and companies, without delay; those on detached service, or acting under special orders and instructions, will report, by *letter* to their respective Colonels.

BY ORDER OF ALEXANDER MACOMB,

Major General, Commanding in Chief:

ROGER JONES,
Adjutant General.

MEMORANDA.

Army Register:—Corrections of Dates.

Captain George W. Waters, 6th Infantry, to rank from 4th March, 1833.
 First Lieutenant Julius A. d'Lagnel, 2d Artillery—*Brevet*, 1st July, 1831.

MILITARY INTELLIGENCE.

A Board of Officers was convened in Washington on the 1st April, for the examination of the new System of Infantry Tactics, prepared by Major General Scott, and adjourned on or about the 10th. It was composed of the following officers:

Major General A. MACOMB, Brevet Major General T. S. JESUP, Brevet Brigadier Generals J. R. FENWICK, J. E. WOOL, GEORGE GIBSON, R. JONES, N. TOWSON, Colonel GEORGE CROGHAN, Major T. CROSS, Brevet Major J. GARLAND.—Brevet Captain S. COOPER, *Secretary*.

General J. E. WOOL, one of the Inspectors General of the Army, left Washington on the 20th April, on a tour of inspection to some of the northern military posts.

Colonel GEORGE TALCOTT, of the Ordnance Corps, also left Washington on the 20th April, on a tour of inspection to several of our arsenals, proceeding first to Pittsburg, thence to St. Louis, Missouri; Baton Rouge, Louisiana; Mount Vernon, Alabama, via Appalachicola (or Chattahoochee,) Florida; Augusta, Georgia; Depot at Charleston, South Carolina; and probably Harper's Ferry, Virginia.

Lieutenant Colonel E. CUTLER, of the Fifth Infantry, will relieve Lieutenant Colonel I. B. CRANE, as Superintendent of the Eastern Recruiting Department, on the 30th September next.

DETAILS.—Captain C. WHARTON, of the Dragoons, ordered on recruiting service for his regiment, at Philadelphia, 7th April.

Lieutenant A. D. MACKAY, of the First Artillery, assigned to duty on the survey of the coast under the direction of the Navy Department, 22d April.

ENGINEER DEPARTMENT.—Captain A. TALCOTT has been directed to superintend the improvement of the Hudson river, and has removed from Norfolk to Philadelphia.

Lieutenant G. DUTTON has been relieved from his duties at Newbern, North Carolina, and is at present at the Seat of Government, awaiting orders. Lieutenant A. J. SWIFT succeeds Lieutenant D. at Newbern.

MEMORANDA.—Lieutenant Colonel A. S. BROOKS has been ordered to take command of Fort Hamilton, in New York harbor.

Assistant Surgeon McPHAIL has been ordered from Fort Jackson, Louisiana, to Fort Gibson.

Lieutenant P. ST. GEO. COOKE, has been directed to close his rendezvous at Winchester, Virginia, on the 25th April, and proceed with his recruits to Carlisle, Pennsylvania.

Captain J. VAIL, of the First Infantry, sailed from New York on the 23d March, in the ship Mississippi, for New Orleans, having under his charge eighty-nine recruits destined for Fort Towson.

First Lieutenant E. B. BIRDSALL, of the Third Infantry, sailed from New York on the 13th April, in the ship Arkansas, for New Orleans, having in charge eighty-seven recruits, destined for Fort Jesup.

Dr. H. S. HAWKINS, of the Army, lady and two children, sailed from Charleston, South Carolina, on the 20th April, in the brig General Sumter, for Baltimore.

NAVAL INTELLIGENCE.

Commodore JACOB JONES has been relieved, at his own request, from serving as President of the Board for the examination of Midshipmen, and Captain W. C. BOLTON was ordered to supply the vacancy. This left Captain READ the senior member, who would consequently have been the President; but owing to the publications which have recently appeared in the newspapers, Captain READ has asked to be excused from serving on the Board, and his request has been granted. Captain BALLARD will therefore be the President.

It is believed that Captain A. CLAXTON will fill the vacancy occasioned by Captain READ's withdrawal.

The Board will then be composed of Captains BALLARD, DALLAS, BOLTON, CLAXTON and KEARNY.

Commodore A. S. WADSWORTH, at present commanding our squadron in the Pacific, has had leave to return home, if his health should be such as to render it necessary or expedient. We understand that the climate of the Pacific is not favorable to the Commodore's constitution, which is not very robust. As no successor has been ordered out to relieve Commodore WADSWORTH, should he leave the station, Captain DEACON, being the senior officer there, would remain in command of the squadron.

Captain READ has requested that a court martial may be convened for his trial, as early as practicable, to investigate the charges alleged against him.

It affords us much pleasure to be able to state, that the President has restored Passed Midshipman WILLIAM CHANDLER, to his former rank in the Navy.

Lieutenant G. J. PENDERGRAST has been ordered to the Philadelphia Navy Yard, vice S. L. Breese, relieved.

Considerable progress has been made lately in preparing the frigate Columbia for launching; this vessel has been several years on the stocks at the Navy Yard in Washington, but no work has been done upon her for a long time, until recently.

MEDITERRANEAN.—*Extract of a letter from an officer on board the frigate Potomac, to his friend in Washington, dated*

MAHON, 22d Feb. 1835.

"The Shark has been ordered to sail this morning for Marseilles, and is now getting under way. We shall all sail immediately upon her return; 'tis said for Naples, though we shall doubtless proceed up the Archipelago. We are all well. The French are hovering round us; whether for good or evil we know not."

WEST INDIES.—Commodore J. D. HENLEY transferred his broad pendant from the schooner Experiment to the ship Vandalia, on the 30th March. The Vandalia was still at Pensacola, on the 17th April.

The U. S. schooner Experiment sailed from Pensacola, bound to New York, via Havana, on the 5th of April, and the schooner Grampus sailed upon the 7th on a cruise. The following is a list of the officers of the Experiment.

Thomas Paine, *Lieutenant Commanding*. *Lieutenants*.—Samuel E. Munn, W. D. Porter. *Acting Lieutenant*.—J. W. Jarvis. *Acting Master*.—O. Tod. *Purser*.—P. A. Southall. *Acting Surgeon*.—L. W. Minor. *Passed Midshipmen*.—Geo. R. Gray, Thos. A. Mull, Rd. W. Meade. *Midshipmen*.—Robert P. Welsh*, Thruston M. Taylor, George J. Wyche, John S. Booth*, Charles W. Morris*, T. Ware Gibson. *Captain's Clerk*.—Lorenzo S. Russell. —*Purser's Steward*.—Nathan G. Bond.

The Experiment arrived in the Delaware Bay on the 28th April.

TRANSFERS.—Lieutenant William McBlair, from the Grampus to the Vandalia, and Lieutenant J. Cassin, from the Vandalia to the Grampus. Passed Midshipman C. F. McIntosh, from the Vandalia to the Falmouth. Passed Midshipmen R. W. Meade, from the St. Louis, and T. A. Mull, from the Grampus, to the Experiment. Midshipmen T. K. Perlee, to the St. Louis, and Wm. H. Adams to the Falmouth—both from the Experiment.

BRAZIL.—The U. S. ship Natchez, Captain Zantzinger, was at Buenos Ayres on the 16th February.

The ships Erie and Ontario, were at Rio Janeiro, on or about the 1st of March; officers and crews all well.

Lieutenants L. B. Newell and J. H. Rowan, have sailed from New York as passengers, in the ship Augusta, for Rio Janeiro, to join our squadron on the coast of Brazil.

The U. S. ship Peacock, Commodore Kennedy, sailed from New York, on the 23d April, bound on a three years' cruise in the India seas, and Pacific. She carries out E. Roberts, Esq., the diplomatic agent who negotiated the treaties with the Sultan of Muscat and the King of Siam, and who is bearer of the ratification of those treaties. The Peacock will visit China, the Sandwich Islands, and the South American ports in the Pacific, and return home by way of Cape Horn.

* Returning for examination.

The following is a correct list of officers attached to the Peacock :

Captain.—E. P. Kennedy. *Lieutenants*.—C. K. Stribling, Geo. N. Hollins, Wm. Green, C. C. Turner, Murray Mason. *Fleet Surgeon*.—W. S. W. Ruschenberger. *Assistant Surgeon*.—David Harlan. *Chaplain*.—Addison Searle. *Purser*.—F. G. McCauley. *Acting Master*.—S. Godon. *Commodore's Sec'y*.—Charles H. Goldsborough. *Professor of Mathematics*.—John D. Mendenhall. *Passed Midshipmen*.—Jno. Weems, Wm. R. Taylor, Wm. Leigh, B. S. B. Darlington. *Midshipmen*.—Charles Richardson, John Contee, Wm. S. Drayton, Edward S. Hutter, James C. Williamson, Geo. W. Chapman, Samuel B. Lee, R. D. Izard, Louis McLane. *Captain's Clerk*.—John Clar. *Purser's Clerk*.—John R. Von Pfister. *Boatswain*.—John Knight. *Gunner*.—A. S. Lewis. *Carpenter*.—Wm. Peterson. *Sailmaker*.—James Ferguson. *Pilot*.—J. Caldwell. *Passenger*.—Edmund Roberts, Esq. *Special Agent*.

MARRIAGES.

At Brownsville, Pa. on the 15th January, Lieut. GEO. W. CASS, of the U. S. Army, to Miss LOUISA S., second daughter of Mr. GEORGE DAWSON, of that place.

At Annapolis, on the 19th March, Lieut. FRANKLIN BUCHANAN, of the U. S. Navy, to NANNIE, daughter of the late Governor LLOYD, of Maryland.

In Portland, Dr. WM. WHEELAN, of the U. S. Navy, to Miss ADELINE R. daughter of ALBERT SMITH, Esq.

At Philadelphia, on the 12th March, Dr. DANIEL EGBERT, of the U. S. Navy, to CAROLINE MATILDA ARNOLD, daughter of Col. R. DENNIS, of Savannah, Geo.

At Baton Rouge, Lou., on the 2d March, Lieut. HENRY W. FOWLER, of the Marine Corps, to Miss ADELE HICKY, daughter of Col. P. HICKY.

At Prairie du Chien, Michigan, on the 26th March, Lieut. GEORGE WILSON, of the 1st Infantry U. S. Army, to MARY, daughter of Gen. JOSEPH M. STREET.

At Norfolk, Va., on the 20th April, Lieut. ARTHUR SINCLAIR, of the Navy, to Miss LELIA IMOGENE, second daughter of DENNIS DAWLEY, Esq.

At Newcastle, Del. on the 2d April, Maj. NATHANIEL YOUNG, of the 7th Infantry, U. S. Army, to ELIZABETH MAXWELL, daughter of the Hon. THOMAS CLAYTON, Chief Justice of Delaware.

In Philadelphia, on the 20th April, Lieut. FREDERICK ENGLE, of the Navy, to MARY, eldest daughter of the late JOSEPH M'ILVAINE, of Burlington, N. J.

In Boston, Captain THOMAS ENGLISH, of the U. S. Marine Corps, to Miss ANABELLA V. SIMPSON.

In Gosport, Virginia, on the 19th April, Mr. WILLIAM W. DAVIS, to Miss MARIA JOSEPHINE, second daughter of Mr. GEO. MARSHALL, U. S. Navy.

At Fort Gibson, on the 24th March, Lieut. G. R. PAUL, of the 7th Regiment

U. S. Infantry, to Miss MARY ANN, daughter of Lieut. Col. WHISTLER, of the U. S. A.

DEATHS.

At Trappe, Md. the 10th December, 1834, First Lt. GEORGE W. GAREY, of the 1st Infantry, U. S. Army.

At Carlisle, Pa. on the 26th March, First Lt. J. E. NEWELL, of the 7th Infantry, U. S. Army.

At Norfolk, Va. on the 25th March, ANNA T., aged eight years, daughter of Lt. WM. JAMESON, of the U. States Navy.

At Clermont, N. Y. on the 22d March, of scarlet fever, MARY HOWEY, only daughter of Lieut. S. B. WILSON, of the United States Navy, aged 4 years and 4 months.

In Washington, on the 22d April, Mrs. FRANCES W. wife of Captain Geo. D. RAMSAY, of the Army, and daughter of THOMAS MUNROE, Esq.

At St. Augustine, on the 10th April, after a lingering illness, Captain JACOB SCHMUCK, of the 4th Artillery, U. S. Army.

At Savannah, on the 13th March, Assistant Surgeon E. M. BLAINE, of the Army.

At his residence near Washington, D. C. on the 11th April, GEORGE BEALE, Esq., Purser U. S. Navy.

At Brooklyn, N. Y., on the 9th April, CATHARINE SATTERTHWAITE, youngest daughter of Captain A. A. Nicholson, of the Marine Corps.

At Fort Dearborn, Chicago, Ill., on the 6th March, of scarlet fever, CHARLES JAMES DAVIS, aged 9 years, only son of Major D. WILCOX, of the 5th regiment of Infantry, United States Army.

At Jefferson Barracks, on the 18th April, Lieut. ASA RICHARDSON, of the 6th U. S. Infantry.

At Fort Gibson, on the 30th Jan. Assistant Surgeon SAMUEL W. HALES, of the Army.